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BIRTH.

On August 15th, the wife of J. R. CAPELL, of a son.

DEATH.

On the 16th instant, at 8 a.m., ANDREW GATHERER, late 2nd Engineer in the employ of Messrs. Butterfield & Swire.—Funeral takes place to-day at 5 p.m.

HONGKONG OFFICE: 10A, DES VEGEY ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 17TH, 1910.

THE appointment of a man of the training, experience and recognised ability of His Excellency WU TING-FANG to the newly-created office of Adviser to the Waiwupu will be generally welcomed by all interested in the steady progress of China along the lines laid down during the past few years in the Imperial Edicts. When China began to establish Legations and Consulates in foreign countries, the Reformation was considered to have dawned; for the natural hope arose that the men appointed to these posts would, as they returned home after their prescribed period of service abroad, be readily enlisted in the public service at home to give the requisite lead to those legislative and social reforms essential to the progress and development of the Empire. We all know how grievously during the late reign those hopes were disappointed. While the DOWAGER EMPRESS had her heavy hand on the reins of Government, small opportunity for service in the departments of State were given to the men whose minds had been enlightened by residence abroad, by personal contact with statesmen guiding the destinies of progressive nations.

and by study of the political, social and economic conditions which have made for national greatness in the West. Notwithstanding that they were allowed to remain in the obscurity of private life, these men must have contributed powerfully to form that public opinion which has prepared China for the great educational and administrative changes which have marked the opening of the new reign. It must be said, however, that H.E. WU TING-FANG has long enjoyed greater favour in the eyes of the Throne than most of the men who have served their country abroad; but he has been the exception to the rule. When he returned home from his first period of service in America he was appointed Secretary to the Waiwupu, and later Vice-President of the Board of Commerce, but after a short time returned to the Waiwupu as its Vice-President. In 1906 he became Vice-President of the Board of Punishments, and it was in this capacity that he took in hand the revision of China's criminal code, a task for which he was peculiarly fitted not only by his native ability, but also by the legal knowledge which he acquired in early life in Hongkong. In his new position as Adviser to the Waiwupu he has equally great opportunities of service, but we do not suppose his activities will be entirely monopolised by the special duties of this post, onerous as they must necessarily be at the present time. His Excellency, for instance, is an advocate of the removal of the queue, on which subject he submitted to the Throne last year a long and interesting memorial on behalf of the growing number of Chinese residents in America. In this document he expressed the view that the queue was neither useful nor elegant. The Throne has not ventured to pronounce upon this momentous question, but the queue is bound to go in time, just as the top-knot disappeared in Europe and at a much later date in Japan. There are at the present time over a thousand Chinese students in the United States and probably hundreds in other European countries, to say nothing of the thousands in Japan, and the large number of commercial men making a living in various countries of the world. H.E. WU TING-FANG says that nine-tenths of them in America have divested themselves of the queue. The number of Chinese going abroad is increasing every year, and it cannot be long, especially with WU TING-FANG at Peking to personally advocate the change, before the privilege now enjoyed by military officers is extended to "officers, merchants, scholars and the common people generally," for the powers that be are ceasing in many ways to be trammelled by past traditions. Within the past decade we have seen three members of the Imperial House of China leaving the Celestial Kingdom to travel in foreign lands—a thing unheard of before in the history of the Empire—and it has been interesting to observe that in the suites of these royal visitors there have been many men who, for very practical reasons, have dispensed with the queue. Just as the students led the fashion of the "short crop" in Japan, so doubtless will it be in China, where in time as the Westernizing tendencies now in progress develop we shall hear the weaver of the queue taunted and ridiculed for displaying this sign of attachment to medieval ideals. WU TING-FANG regards the cutting of the queue as a necessary preliminary to spiritual progress, that is to say, by getting rid of this hirsute appendage the Chinaman cuts himself adrift from the old order of things and is the better prepared to imbibe the new. The idea is not so whimsical as it seems, and WU TING-FANG, though of good age now, may yet live to convince the Throne on this subject and to see his recommendations approved.

The Rev. S. R. Rossiter, who has been pastor of the First Presbyterian Church of Manila, has resigned and leaves for the Homeland in October or November. His successor will be the Rev. Wm B. Cooke, of Stelton, Pa.

Police Inspector Edwards, late of Hongkong, who has been appointed to Taiping, is welcomed in the local newspaper as a good cricketer. The additional fact that he has a knowledge of Chinese goes to make him a "decided acquisition to the State and the force."

The Municipal Commissioners of Singapore have authorized Dr. G. A. R. Glennie, Assistant Municipal Health Officer, to investigate the working of the model dairy farms in Denmark with a view of formulating a scheme for improving the Singapore dairy supplies.

Members of the Hongkong Volunteer Reserve Association are reminded that an Extraordinary General Meeting of Members will be held at the City Hall this evening at 5.15 p.m. to consider the question of the reorganization of the Association. His Excellency the Officer Administering the Government will preside.

We direct attention to the announcement of another aquatic fête to take place in the V.R.C. bath on Saturday evening next.

Opium is quoted in Honolulu at one hundred and fifty dollars a pound, and to purchase at that price, says a Honolulu contemporary of recent date, a good many of the devotees of the poppy juice have had to give up gambling.

Friends of Mrs. W. A. Rublee, widow of the late American Consul General in Hongkong, will be sorry to hear of the death of her oldest daughter, Alvah Frances, aged 5, which occurred in Milwaukee following a surgical operation.

A noteworthy feature of Sir Joseph FAYRER's paper on malaria and its prevention, laid before the Sanitary Board yesterday, was a series of sketches showing how to distinguish between anopheles and larvæ, as well as a drawing of a mosquito in the act of stinging.

S. Wosson, an officer in the Chinese Customs, appeared before Mr. E. R. Hallifax at the Magistracy yesterday charged with refusing to pay chair hire. When the coolie was asked how much he wanted he told the defendant that anything would do, so defendant decided to leave him unpaid. His Worship ordered the officer to pay the coolie \$1.

An unemployed engineer named Gatherer, who was staying with a friend at Sea View Terrace, Quarry Bay, was found dead yesterday morning. The friend left him apparently in good health on the previous night when he went to work, but on returning home yesterday morning he found Gatherer lying dead on the floor near his bed. The police were communicated with, and removed the body to the mortuary.

At the Marine Magistrate's Court yesterday, before Commander Basil R. H. Taylor, R.N., Marine Magistrate, Captain W. D. Hopcroft of the s.s. Montague presented the coxswain of the steam launch Yee Lee for running down and damaging the complainant's sampan near the Harbour Office. After hearing the evidence his Worship fined the defendant \$20, and suspended his certificate for three months.

We take the following from a Manila contemporary:—"Manila is to be introduced to the greatest of modern racing sports this month, by the Charrron Automobile Association with headquarters at Hongkong, which is promoting a series of automobile races for August 28th at the San Lazaro race course. Cars of local automobile houses are being secured for two classes of machines to enter endurance and comparative contests, each machine carrying a competent racing driver and a mechanician. The Charrron Automobile Association of Hongkong! And when is the Hongkong Association of Aeronautes going to do something?"

There was a general impression in Ceylon when the Colonial Secretary went on leave that his return here was improbable, says a Colombo paper. The F. M. S. Residency has been frequently suggested locally as a suitable change for our versatile second in command, and whilst there has been none to question Sir Hugh Clifford's qualifications to be Sir William Taylor's successor, there has been a general feeling that his youth stood rather in the way for the present. British Guiana has also been mentioned, which carries a 50 per cent increase on the pay of the Ceylon Colonial Secretaryship, in addition to £1,000 for contingencies. At Kuala Lumpur Sir Hugh Clifford would receive £2,260, as against £2,000 in Ceylon. Sir William Taylor's leave has been extended until the end of the year, when he will retire—after more than six years' service—to take charge of the new F.M.S. office in London.

A large number of friends called on Mr. Stuart J. Fuller at the American Consulate yesterday to bid him farewell. Mr. Fuller has been stationed in Hongkong as Vice Consul for the past four years, and his unfailing courtesy has won him a host of friends who, while they regret his departure from the Colony, rejoice to know that his transfer to Gothenburg, in Sweden, means promotion in the Service. Mr. Fuller was selected for this appointment about eighteen months ago, but owing in the first place to Dr. Wilder's transference to Shanghai, and the illness which delayed the arrival of his successor, and then Mr. Rublee's regretted death so soon after he had taken over the duties of his office, Mr. Fuller's departure for his new post was delayed until the state of his health, owing to a great amount of work devolving upon him as Acting Consul-General, made a change imperative. Mr. Fuller goes to London by the Asuta-maru which left at daylight this morning, and he carries with him the cordial wishes of a host of friends for his future success.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 16th at 12.30 p.m.—The barometer has fallen moderately at the Bonins, and risen moderately to slightly over China and Hongkong.

Pressure is now practically normal over S. China. It remains low over S. Japan, and high over N.E. Japan and Manchuria. Light or moderate variable winds may be expected in the Formosa Channel, and light S. and S.W. winds along the S. coast of China. Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 0.77 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—Hongkong & Neighbourhood (S.W. & S. winds, light, fair). Variable winds, light or moderate. Formosa Channel Same as No. 1. South coast of China between Same as No. 1. Hongkong and Lamocka Same as No. 1. South coast of China between Same as No. 1. Hongkong and Hainan Same as No. 1.

TELEGRAMS.

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THE FLOODS AT TOKYO.

GREAT LOSS OF LIFE.

Tokyo, August 15th.

The terrible floods at Tokyo have been greatly aggravated by the bursting of the bank of the Tonegawa twenty miles north of the city.

The intervening low-lying land has been devastated and 50,000 houses have been swept away.

The city is inundated to an average depth of 6 feet and thousands have perished.

It is estimated that half a million are affected and military relief parties have been organised.

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

HERR DERNBURG'S TOUR.

LONDON, August 16th.

A Berlin message states that Herr Dernburg, late Secretary of State for the Colonies, has started on his tour to the East, proceeding by the Siberian railway to Vladivostok, thence to Tokyo.

THE BURIAL OF FLORENCE NIGHTINGALE.

LONDON, August 16th.

The wish is widely expressed among soldiers that Miss Florence Nightingale shall be buried in Westminster Abbey.

The deceased lady's own wish was for the quietest burial possible.

BRUSSELS EXHIBITION FIRE.

LONDON, August 16th.

The latest news from Brussels stated that fortunately the priceless pictures were housed in special exhibition premises two miles from the scene of the fire.

The British losses will fall chiefly on Lloyds, who compute that they will not amount to more than half a million sterling.

One estimate gives the total loss at four millions sterling.

LATER.

The strong boxes containing jewels valued at £600,000 which were in the Belgian section of the Exhibition have been found intact.

TURKEY AND AUSTRIA.

LONDON, August 16th.

The Grand Vizier of Turkey, who is staying at Marienbad, has conferred with Baron Aehrenthal, the Austrian Foreign Minister, the conference lasting an hour and a half.

MUTINY IN AN EGYPTIAN PRISON.

LONDON, August 16th.

A mutiny broke out yesterday among 400 prisoners in Hadra prison, Alexandria, but was rigorously suppressed, one man being killed and six injured.

MR. BALFOUR AND THE JAPANESE TARIFF.

In the course of a speech in the House of Commons on the 21st ult., Mr. A. J. Balfour said:—

I do not know, for instance, how the Government are dealing with the Japanese difficulty. I understand that the Japanese have just adopted a commercial treaty absolutely destructive to the trade of Lancashire and Yorkshire with Japan. They have denounced the old treaty in favour of this country, and have passed a new one which will come into operation, unless modified, not many months hence. It is the agreeable task of the Foreign Secretary to negotiate a mitigation of that treaty. I believe it to be true that the Japanese Foreign Minister has stated that there can be no negotiations with Great Britain on the subject, because Great Britain has nothing to give. (Cheers.) The British Foreign Secretary, dealing with a nation like Japan in a matter of commercial bargaining, has the prospect of a very poor time before him if he has nothing to give; and I certainly do not look forward with any satisfaction to the issue of the negotiations which, if they leave this new tariff of Japan substantially unmodified, will inflict a very severe blow on some of the greatest of our staple industries.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. E. D. C. Wolfe presided, and there were present:—Hon. Mr. W. Chatham (Vice-President), Hon. Mr. E. A. Irving (Registrar-General), Mr. A. Shelton Hooper, Mr. Ng Hon Tsz, Dr. F. Clark (Medical Officer of Health), Dr. W. W. Pearse, (Assistant Medical Officer of Health), and Mr. W. Bowen Rowlands (Secretary).

TUNG WAH REFUGE HOME. The following letter was received from Government in reply to the Board's recommendations with regard to the Tung Wah Hospital Refuge Home:—

In reply to your letter No. 6076/10 of the 6th ultimo, I am directed to inform you that His Excellency the Officer Administering the Government-in-Council has been pleased to permit the new Refuge Home to be built to the height shown on the plan submitted, which is equal to 12 times the width of the street on which it fronts. In accordance with section 183 (4) of the Public Health and Buildings Ordinance, the building should only be of a height equal to the width of the street on which it fronts.

As regards the application for a modification of section 183 of the Public Health and Buildings Ordinance in respect of the proposed extension of the Tung Wah Hospital, the Council was advised that section 203 of the Public Health and Buildings Ordinance is intended to prevent the introduction of an inferior class of house in a locality occupied by houses of a better class, and could not be applied to prevent the erection of Chinese tenement houses in place of the existing theatre which is in a district almost exclusively occupied by Chinese tenement houses. The Council therefore decided that this application must be refused.

The PRESIDENT—the letter practically amounts to this: the modification recommended by the Board has unfortunately not been approved by the Governor-in-Council. I propose to lay the papers on the table.

Mr. HOOPER—With our regrets. (Laughter.)

AN EXPLANATION. The report of the Select Committee appointed to investigate the proposals for the departmental disposal of refuse for 1911 was submitted.

The PRESIDENT said he wished to point out that the report was signed by two members only, and asked if the meeting was satisfied. The Hon. Mr. HAWETT was a member of the committee appointed, but unfortunately he was not able to act as he was too busy, and as this was a matter of urgency owing to the Estimates coming up before the Legislative Council shortly, if no member objected he would propose that the report be adopted.

Mr. HOOPER thought a minute should be inserted that the Hon. Mr. HAWETT had been nominated to serve on the committee, but could not do so owing to pressure of business.

This suggestion was agreed to, and it was decided to adopt the report and forward it to the Government.

DUST AND WATER CARTS.

The Head of the Sanitary Department submitted a minute relative to dust and water carts. He suggested that the two water carts recommended by the Select Committee to be purchased should be of larger capacity than the present type, and he recommended that the two new carts should be four-wheeled. They would be heavy if handled by coolies, but if drawn by bullocks should work much better than the two wheeled carts. He recommended that \$700 per cart, i.e., \$1,400 in lieu of \$600, be allowed in the 1911 Estimates for the purchase of these carts.

The REGISTRAR-GENERAL—I presume the H. S. D. has considered whether two bullocks could pull such a cart up, say, the incline going west to the Central Market. Is so broad a stream of water desirable in a narrow and crowded road like Queen's Road?

The DIRECTOR OF PUBLIC WORKS—Unless the delivery of the water can be regulated, I fear the pace of the bullocks will be too slow, resulting in the roads being made too wet. If the carts are to be specially made, this could doubtless be provided for.

The PRESIDENT said the question was raised in connection with the paper as to whether the Board should substitute a new form of cart for those at present in use. The present cart was too small to do the work adequately. In connection with the minutes on the cover, he would point out in reply to the Registrar-General that that gentleman must have mis-read his minute, because he did not suggest having these large carts on the road between Murray Barracks and the Central Market. He certainly thought to draw a cart like the new one suggested uphill would be too much work. He did not think that the pace of the bullocks with these carts would be much slower than it is at present, neither did he think the delivery would be too much. There was not likely to be any danger of washing the road away. An improved type of cart was wanted for those broad roads if they were to be watered adequately.

Mr. HOOPER said he did not see the necessity for increasing the width of the water cart and delivery of water. Apparently the use of the new carts was to be limited to the wide road from the Hongkong Bank to Arsenal Street and Des Voeux Road. Therefore the enlarged cart would only be required for these roads, and he did not think it was necessary to go to this extra expense. There was the tramway on these roads, and the water cart, when working, took the road in sections, and if there were to be a water cart distributing water thirty feet in width, he did not know what the poor pedestrians and people in chairs and rickshaws would do.

The PRESIDENT—We must water the tram-track under agreement with the Tramway Company.

Mr. HOOPER—What time of the day do you water that? During the time when the streets are watered?

The PRESIDENT—Yes. Mr. HOOPER thought it should be watered at another time. If the water carts were in charge of intelligent conductors they would not water the roads when it was raining very heavily. It wanted intelligence for that, and with the new carts it would require intelligence to shut off the stream to half width when occasions required, such as meeting a tram or other vehicles.

The PRESIDENT said the Board were already agreed that two more water carts were required, and those he suggested had twice the capacity of those at present in use. The Board proposed to improve their filling stations, as there was a great waste of time occasioned by carts going to and fro over sections they had already watered to get to a filling station. With these new carts there were fewer journeys. These bullocks could pull a heavier cart on four wheels than they could on two. As regarded the watering of the streets in rainy weather, no doubt Mr. Hooper was alluding to a little paragraph which appeared in certain misinformed papers last Friday, when it was reported that in the heavy rain a water cart was seen watering the street.

Mr. HOOPER—Personal observation. The REGISTRAR-GENERAL—The reporters or their informants must have seen rain dropping from the spray and imagined that the cart was watering the street. As a matter of fact the cart was proceeding to the disinfectant station for repairs, as it had had a collision the day before.

The REGISTRAR-GENERAL—With regard to those little bullocks, it has occurred to me, as we have not a society for the prevention of cruelty to animals—

Mr. HOOPER—Yes, we have. The REGISTRAR-GENERAL—If these carts carry a ton and a half of water, is not that a heavy weight for four bullocks?

The REGISTRAR-GENERAL—They carry about 400 gallons. I propose that this form of bullock cart be adopted for the two new water carts to be provided in the 1911 Estimates.

There was no seconder, and the original proposal therefore stood.

MALARIA AND ITS PREVENTION.

Pamphlets were submitted by the Medical Officer of Health and Lieut. Colonel Sir Joseph Fayrer relative to malaria and its prevention. The REGISTRAR-GENERAL minuted—I presume the Sanitary Department are aware how far the subject is taught in the schools, and the pamphlet in its present form is far over the heads of the working classes.

The MEDICAL OFFICER OF HEALTH—In reply to the hon. Registrar General we must look for help in this matter mainly from the European community, and from the large number of intelligent Chinese merchants and shopkeepers and artisans. We quite realise that the coolie class has not the education to read or understand the pamphlets.

The PRINCIPAL MEDICAL OFFICER—If the European community and the intelligent Chinese, merchants, etc., will master the contents of either of these pamphlets—for choice the one emanating from the pen of the M.O.H.—the coolie classes serving under them can be taught the practical part of mosquito extermination; i.e., they can be taught that collections of water must not be left lying about, and that whenever or wherever they may see such collections they must at once report the matter. I confess I do not know to what extent the subject is taught in schools, but perhaps such teaching could be embodied in a pamphlet more simple (but equally efficacious) than the two pamphlets under consideration. But however the knowledge is to be imparted I urge that there be no delay in imparting it. The whole question is one of education. The Sanitary Board know what malaria is, and that it is a preventable disease; further, they know how to prevent it. On the other hand, how many thousands of people, educated and uneducated, do not know? It is the duty therefore of the Sanitary Board to do all in their power to impart knowledge to one and all. The only way to rid this Colony of malaria is to exterminate the mosquito, and it is impossible to attain this end by collective work only. Individual responsibility must play a large part in the matter, and the only way to obtain individual assistance is by teaching the individual what malaria is and how it may be prevented. As soon as all nullahs are trained, all swamps, foul pieces of land reclaimed, paddy fields in close proximity to inhabited parts resumed, and individuals made responsible for their own environments, then, and not till then, may we hope to get rid of malaria.

The REGISTRAR stated that at the request of the Board Lieut. Colonel Sir Joseph Fayrer's pamphlet was circulated and the Medical Officer of Health was asked to submit one with a view to publication. If the Board were satisfied with the pamphlet he thought it might be printed in English and Chinese and distributed as far as possible throughout the Colony, and if necessary they might embody the Principal Medical Officer's pamphlet, which dealt more with the treatment of malaria. Mr. HOOPER moved that the pamphlet written by the Medical Officer of Health be printed in English and Chinese and a copy left at the house of every European in the Colony, and also that the Registrar-General be handed copies to distribute amongst so many of that class of the Chinese that members wished it to reach. He also thought the Board should take this opportunity of thanking Sir Joseph Fayrer for the trouble he had taken in writing this pamphlet, which, he was sure, would be of great assistance to all who were anxious to see the mosquito exterminated—with a view to ridding this Colony if possible of malaria.

Mr. HOOPER seconded, and the motion was carried unanimously.

SUPREME COURT.

Tuesday, August 16th.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGOTT
(CHIEF JUSTICE).

A QUESTION OF "LIS PENDENS".
The question of *lis pendens* raised in the action brought by Kwok Ah Yau against Kwok Sui Chi and Mr. Crowther Smith in a property dispute, having been argued on several occasions, was decided by the Chief Justice. In the course of a lengthy judgment he reviewed the doctrine of *lis pendens*, and stated the conclusions at which he had arrived after a study of the cases to be as follows: (1) *lis pendens* relates only to real property; (2) that the registration in the Land Office gives notice to the world that there is a claim against the property in litigation and that persons intending to deal with that property are to be on their guard; (3) that if judgment is given in the plaintiff's favour the judgment relates back to the registration of the *lis pendens* and that judgment will then take priority over any sale or mortgage subsequently registered. All this, he held, was right and proper and in the best interests of all parties. A registered judgment operated as a charge on realty, and the mortgagee in advancing money to pay off the judgment was doing precisely what the law itself did by making the judgment a charge on the property, and therefore he was entitled to the benefit of the execution.

Mr. Potter—I take it, my Lord, that the judgment will stand.

His Lordship—Yes.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND
(ACTING PUISNE JUDGE).

CLAIM FOR OVERDRAFT AND DAMAGES.
In the action brought by J. H. Seth, receiver and manager of the A. Dai firm, against To Ki to recover \$220.64, being amount overdrawn by the defendant from the A. Dai firm at the end of 1909, and one month's wages as damages for leaving the A. Dai firm's employment without notice, his Lordship delivered judgment in which he found for the plaintiff.

Mr. Bulmer Johnson (of Messrs. Denys & Bowley) appeared for the plaintiff, and defendant was represented by Mr. Christopher Wilson (of Messrs. Hasling & Hastings).
The action was brought to recover \$220.64, which was the actual amount standing in the books of the firm as being overdrawn for a considerable number of years, and when Mr. Seth was appointed receiver it was brought to his notice that the firm had overdrawn their accounts. He decided to reduce their salaries, and to place the reduction to the credit of the overdraft.

SHIPPING NOTES.

The P. & O. steamer *Java* has been named the *Uno-maru* by her new owners.

The steel screw steamer *Manila* has been sold by the P. & O. Company to an Italian firm for breaking-up purposes. The price paid is stated by a Greenock paper to be £5,000. The *Manila*, a vessel of 4,000 tons gross, was built at Greenock in 1892.

The sister ship of the *Tenyo-maru* and *Chigo-maru* now being built at the Mitsui Bishi Yard, Nagasaki, for the Toyo Kisen Kaisha, is to be named *Shunyo-maru*. She is expected to be completed in July next. Her displacement will be 21,600 tons.

According to advices from Tacoma, there is a prospect of a disagreement in regard to stevedores rates across the North Pacific. It is reported that on behalf of the Weir-Waterhouse Bank Line of steamers a request has been put forward that they be allowed a differential. The matter has been presented to the Trans-Pacific Tariff Bureau, composed of all the steamship lines plying between the North Pacific and the Orient. The existing stevedore rates are \$51 on the steamer *Minnesota* and the Empress liners of the Canadian Pacific. On the steamer *Montevideo*, of the C. P. B., and on the Blue Funnel, Bank, Osaka Shosen Kaisha and Nippon Yusen Kaisha Lines the rate is \$43.50. The high rate applies to the faster steamers and those having better accommodations.

For the last two years, a Tacoma contemporary says, the Blue Funnel liners have had most of the Chinese stevedore traffic to and from Hongkong from the Pacific side. This business amounts to a great deal during the winter months and there is generally supposed to be a big profit in the existing rates. There is said to be no likelihood that the request of the Weir and Waterhouse line will be granted. The result is expected to be a rate war across the Pacific. Those who are watching the situation are of opinion that rates may go down to \$5 or \$10 a head.

As a sequel to the case of Mr. Tratlles, the merchant service officer who, after a refusal of his certificate on official colour vision tests, successfully passed practical tests at sea, the Board of Trade announces the appointment of a small committee to advise on changes in the system of tests.

A report in a Manila paper states that the Eastern and Australian liner *Eastern*, en route from Australian ports to Manila, went ashore last week at Broadmount, between Thursday Island and Port Darwin. The news of the accident to the vessel was conveyed to Manila in a cable received by Messrs. Macdonald & Company, the local agents for the *Eastern*. The dispatch added that the vessel sustained no damage and that she would be floated by August 15. By the accident the vessel's arrival will be delayed about one week.

The P. & O. Company announce that two new steamers, the *Malaja* and the *Medina* are to be added to their fleet. They belong to the same type as the *Malina* and the *Manila* and *Morra*. These vessels will be of 12,500 tons gross register and of the following dimensions:—Length, 550 feet; breadth 62 feet 6 inches; depth 39 feet 3 inches. It is calculated that with their 15,000 horse-power the average speed will probably be nearly nineteen knots an hour. Each of the new steamers will have accommodation for 462 first and 216 second saloon passengers. The *Malaja* will be ready for launching in January.

NOTES AND NEWS.

THE BOMBAY KING EDWARD MEMORIAL COMMITTEE has decided on a hospital for Bombay and a phthisis sanatorium and convalescent home. The amount already subscribed is £389,000. The Punjab has also adopted a large hospital scheme, and the amount already promised is £6,000,000.

FINGER PRINTS.
A man last month was sentenced at the Commission Court, Dublin, to five years' penal servitude for breaking into a church with felonious intent, and was convicted largely on finger-print evidence. On the broken window was found a finger mark, which was identified as his in the habitual criminal register department of Dublin Castle. Mr. William Henry, head of that department, said that about 150,000 finger prints had passed through his hands, and no two had ever been found alike. This system of identification had now superseded all other methods, and he believed it to be infallible.

ARE SCOTCHMEN FOREIGNERS IN ENGLAND?
It was contended in the Law Courts last month during the hearing of a divorce case, in which the co-respondent was a Scotchman, that Scotchmen and Irishmen were just as much foreigners as Germans or Frenchmen so far as the jurisdiction of the French Courts was concerned, and that the co-respondent was accordingly entitled to be dismissed from the case.

Despite cases turning on the point which have already been decided, Sir Samuel Evans, the president, rejected this argument, holding that even a foreigner could not demand his dismissal from a divorce case as a right. Leave to appeal was granted.

INSURING AGAINST RAIN.
In view of the bad weather experienced in Great Britain the insurance for holiday-makers against rain. Underwriters are prepared to insure proposers against one-tenth of an inch of rain falling on more than two days a week during their holidays at any towns on the south and east coasts between Bournemouth and Scarborough where the daily rainfall is officially published or satisfactory records can be obtained. For a premium of 7s. 6d., covering seven days, compensation would be paid at the rate of 10s. per day on excess of two wet days, while a premium of 10s. insures against an excess of four wet days in a fortnight. Of the one-tenth of an inch of rain—the quantity which constitutes a wet day of twenty-four hours—the greater portion must fall during the daytime.

£2,000,000 WILL.
The third millionaire estate of the present year in Great Britain is that of Baron Schroeder, the banker, whose fortune is valued for probate at £2,079,611. Baron Schroeder, who died in April at the age of eighty-five, was a Prussian baron and a British baronet. He was the eldest son of Baron John Henry von Schroeder of Hamburg, who became a naturalised British subject in 1864. Baron Schroeder bequeathed the chalice and paten, or water dish, which was discovered near Dolgelly and which he afterwards bought, to the King, to be disposed of for the public service in such manner as his Majesty or the Treasury may direct. The charitable bequest amounted to £35,000. The National Art Gallery, Hamburg, he left certain pictures and statuary, a his house, The Dell, Old Windsor. The duties on the estate will amount to about £480,000. The two other millionaire estates of the financial year are those of Sir Walter Scott, the railway contractor and publisher, who left £1,424,159; and Mr. John Foster, worsted spinner, of Bradford, whose fortune was provisionally valued at £1,000,000.

A GROOMLESS WEDDING.
A lady who has passed the age without most women attract and capture a husband recently organised a wedding for her own exclusive benefit, and issued invitations to her numerous friends. As no happy groom was mentioned on the invitation, curiosity as to his identity was aroused, and the Acheson (Kansas) *Globe* sent a reporter to interview the bride-elect and learn why the name of the man was suppressed. The explanation given by the bride was as follows: "There will be no groom. I may have my weaknesses, but I know for myself I am not one of them. Thank the Lord! Those wedding invitations are to get presents; that is all my invitation is for. I have given to brides all my life, and think it only fair I should get some in return. What's a man, anyway? If the bride rolled a clothing store dummy up the aisle no one would know the difference, and I don't intend to do even that. I have walked alone all my life, and I guess I can walk alone to the preacher and get his blessing just as well as if I had a man tagged to me. I don't know what my father intends to give me, but I think it should be something handsome, because I don't intend to bring a son-in-law for him to support. If getting married results in the presents that are my due, I intend to have a bogus funeral letter and blossom out with the plaintive airs of a widow and see what they will get me."

THE SIMLA OF THE PHILIPPINES.

The Manila *Cobianews* says:—That a little bustling literature sent over to Hongkong to inform the residents of that city of the glories of the Simla of the Philippines might be of mutual advantage, is evident in the statement of Mr. A. B. Moulder, one of the well-known merchants of Hongkong, who declares that Baguio is one of the finest summer resorts to be found in the Orient. Mr. Moulder has spent several summers in Japan and also in the mountains of China, but this year decided he would take a peep at Baguio to see if it had been overrated or not. Mr. Moulder spent two weeks there and upon his return stated that he found the weather cool and bracing, and far ahead of Japan as a summer resort. He expects to spend all of his vacations there in the future.

CHINESE FAILURES.

IMPORTANT SINGAPORE FIRMS CEASE PAYMENT.

The *Strait Times* hears that two well-known Chinese firms in Singapore have had to suspend payment. Their difficulties are explained as being due to very heavy rubber share dealings which turned out badly. It is stated that the liabilities will exceed one million dollars, and there is some anxiety as to the effect of the failure on certain other firms.

HAMBURG LETTER.

WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."

July 22nd.

SHIPPING AND COMMERCE.

The annual report of the Chamber of Commerce of the neighbouring port of Altona for the year 1909 shows an increase in the number of arrivals and departures of sea-going craft over that of the previous twelve months, 1,799 vessels of together 480,180 tons reg. having been entered inwards against 1,738 of together 412,951 tons reg.; 1,802 of together 483,114 tons reg. against 1,378 of together 409,301 tons reg. outwards. 1,394 of the incoming ships of together 482,593 tons reg. carried cargo against 1,369 of together 395,011 tons reg. the year before, and of the out-going ones 738 of together 113,332 tons reg. against 734 of together 101,243 tons reg. 1,518 vessels arrived direct from abroad against 1,452 of 394,823 tons reg., whilst 1,126 of together 349,185 tons reg. against 1,041 of together 287,604 tons reg. sailed without calling at any of the intermediate ports on the Elbe. 281 vessels of together 23,909 tons reg. had discharged cargo at Hamburg and other places on the river before reaching Altona against 286 of together 18,125 tons reg. in the previous year, whilst 676 of together 133,929 tons reg. against 696 of together 121,697 completed their cargoes at other ports before sailing for their destination. Including the deep sea fishing craft, of which 2,002 of together 72,507 tons reg. against 2,303 of together 83,499 tons reg. arrived with fish and left empty, the total sea-going traffic inwards and outwards comprised 8,247 vessels of together 1,108,278 tons reg. against 8,081 of together 1,016,931 tons reg. in 1908.

1,016,931 tons reg. of merchandise of the value of M. 124,106,440 were received against 943,549 tons, worth M. 128,135,567, the exports amounting to 106,680 tons of the value of M. 39,975,101 against 92,945 tons worth M. 29,355,381. Imports via Hamburg figure for 296,116 tons reg. worth M. 68,457,775 against 311,156 tons reg. worth M. 69,023,612 in the previous year, and exports via that port for 39,457 tons worth M. 18,116,278 against 44,678 tons worth M. 13,923,704. The total imports and exports, exclusive of the cargoes of fish, direct and indirect, amounted to 1,123,811 tons reg. of the value of M. 163,079,541 against 1,041,494 worth M. 157,490,948 in 1908. The total tonnage of lighters, barges, &c., arrived from and departed for Hamburg and other ports on the Elbe, not including passenger steamers, is estimated at 17,000 vessels of about 92,000 tons. The exact figures are not obtainable, as of these boats, being exempt from harbour dues, no official record is kept.

As to the traffic on the River Elbe it appears that during the first six months of the present year 735 vessels of together 129,204 tons burden (of 1,000 kilos) arrived with cargo, 10,667 different cargoes (leaving out Hamburg and Harburg), of which ten were steamers of about 520 tons burden; besides these 335 of the steamers plying regularly between Hamburg and the ports on the upper Elbe discharged cargo at Altona.

THE KAISER WILHELM CANAL.

The following figures taken from one of our daily papers may be of interest as a proof of the growing importance of the Kaiser Wilhelm Canal that connects the Baltic with the German Ocean. It was opened in 1895 and already in the following year the number of vessels making use of it exceeded the estimate formed at its inception in 1886 being 19,660 instead of 18,000, but the aggregate tonnage, 1,850,000 tons reg., remained far behind the original assumption of 5½ millions. Number and size of the vessels increased, however, as time went on, and in 1905 33,147 ships of together 5½ million tons reg. passed through the canal, showing an average of 175 tons compared with 94 tons years ago. In 1907 the passage of 35,000 vessels of together 6½ million tons was registered, of which 15,000 were steamers of an aggregate tonnage of 3.1 millions and 16,200 sailing craft of together 640,000 tons, the remainder consisting of lighters, barges and the like. Compared with that of the Suez Canal the traffic must be called remarkably brisk as far as numbers go, for ten years after the opening of the great Egyptian waterway in 1880 the number of vessels for twelve months had only reached 2,026, but then the total tonnage was about three million tons, and 25 years later the number of vessels had risen to 4,116 and aggregate tonnage to 13½ millions, the mean being 3,000 against 1,500 tons in the beginning, whereas it took a long time before steamers of larger dimensions began to make use of the Kaiser Wilhelm Canal. Financially it has proved fairly successful, for the receipts exceed the actual working expenses, apart, however, from interest on capital and extraordinary disbursements, and figure as M.3,200,000 in the estimates for the present year. This appears all the more gratifying, as it has been considered necessary to fix the charges for large vessels on a very low scale in order to induce them to choose the short route in preference to that by the Skagerrak, whilst small craft pay still less. It is hoped that the projected widening and deepening of the canal once completed steamers of large size may be attracted in greater numbers and that it will still be possible to cover the working expenses out of the receipts in spite of the additional outlay required for the improvements that have been planned.

THE TELEPHONE SERVICE.

The telephone service in this city has been completely reorganized lately; the several district centres have been transferred to a central station, new plant has been set up, a great portion of which acts automatically and improved

apparatus have been applied to the subscribers. One of the great advantages so far is that it is no longer necessary to "ring up" the office, over and over again, as by taking the receiver off the hook a small light is switched on there which attracts the attention of the official. The latter then communicates with the caller and establishes the connection desired, which continues so long as the receiver is not replaced on the hook, but is severed automatically the moment this is done. What other advantages to the subscribers the new system may possess remains to be seen, but it is said to be the finest in Europe and certainly seems to work satisfactorily, although only in operation about a fortnight. This is saying a great deal, for Hamburg possesses nearly 80,000 connections and the change had to be accomplished in a single night. Hamburg boasts of one connection to every eighteen inhabitants, whereas in Berlin the proportion is one to every twenty. Altogether Germany takes the lead in Europe, counting 860,000 connections, or fourteen to every thousand of the population; the number in 1890 was 47,000 and in 1900 212,200, which proves that the advantages of telephonic communication are being recognised more and more. The United States are far ahead, however, with 6,600,000 connections, or 85 to every thousand of the population, whilst Great Britain follows at a distance in Europe with 600,000, and France makes a poor third with only 200,000.

RUBBER MARKET AND POSITION.

It is curious, remarks the *Cosmopolitan* *Financialist* of July 16th, how the whole market has lately swung upon the action sales at the Commercial Sales Rooms. There is, probably, not a jobber in the House that does not realise that these sales are only of the most minute importance. Certainly every large investor in rubber shares can appraise the actual value of the action sales to a fraction and yet the most extraordinary prominence is given to the result of the sales, and a good sale has a wonderful effect on the market, whereas a bad sale depresses it all. But, however, auction sales or no auction sales, the price of rubber remains remarkably firm and with it the price of the shares. The Stock Exchange finds so much difficulty in seeking out sellers that it has quite given up going short of anything except Linggis, Vallambros and one or two shares in which there is a specially free market. Gradually, of course, as each company increases its output the demand for its shares will grow and as the demand grows so will the market broaden out. Hardly a week passes but some other of the second rate companies pushes its way nearer to the front. At the present time the front rank companies may be counted on the fingers of both hands. In three months' time they will probably number a score, and in twelve months time we are quite likely to have forty or fifty rubber plantations that rank as gilt-edged in the rubber market, for the progress made by the Malayan companies is remarkable. The *Financial Times* has published a table, giving the yield of some of the leading rubber shares, on the existing market price, taking the rubber profit on a basis of 6s. a pound. According to this paper Patallaga and Carey United return 15 per cent.; Seromban, 12½ per cent.; Anglo-Malay, Batu Caves, and Bukit Rajah, 10 per cent.; Linggis, 9½; Highland, 8½; Vallambros, 7½, whilst Malacca are only giving 3 per cent. and Amlais, 3½. Such tables as these published in the *Rubber Investor* and the other papers that devote attention to rubber give some results, and although all such tables must, in their very nature, be somewhat speculative it is quite certain that the present price of the leading rubber companies is not too high. Indeed the market seems to have very accurately gauged the possibilities of the rubber trade. But whilst prices are not too high they can hardly be said to be too low, when we consider all the risks to which a tropical plantation is subject.

There is very little chance, in our opinion, of rubber going much higher. Indeed, this week, we heard a most astounding statement made by a large buyer of rubber who declared that when he wanted to buy fifty or a hundred tons he was always able to obtain them at a shilling or two under the quoted rates. The gentleman in question may or may not have been telling the truth; it was certainly to his advantage to make out that the rubber market was not as strong as most people believe it to be. He made the statement in the presence of some very important men in the rubber world, some of whom professed to be very astonished. A great many people have quite forgotten the extraordinary development which the present high price of rubber is giving to the rubber-consuming and the rubber-producing countries of rubber. These companies, it can be said, produce rubber at a shilling a pound, not of the finest quality, but quite suitable for many purposes. They buy old rubber at about 4d. to 6d. a pound, tear it to shreds, mix it with about 5 per cent. of fine hard cured Para and re-sell it at from two to three shillings a pound. Some of these companies are now going round to engineering works, breweries and electrical concerns and offering to supply rubber with new at an all round price of 2s. a pound. They claim to be able to make a shilling a pound on the contract, and they are certainly doing a large business. If the price of rubber continues high then a great many firms who have been accustomed to buy new rubber goods will be satisfied to use this re-formed rubber, and in the end the demand for rubber will decrease. There are many points in the rubber market that require very careful consideration and this is one of them. From the point of view of the Stock Exchange the price of shares is just as strong as it can possibly be; from the point of view of Mincing Lane the price of raw rubber is equally strong. But the two quotations are like Siamese twins and what injures one must injure the other. It, therefore, does not seem to be the moment to buy rubber shares. If the Americans are able to finance the new crop coming down the Amazon, which should amount to well over 40,000 tons and run into 40 millions of money, then, I think, we shall see a great boom in the autumn. But if they show any signs of weakness at all, prices are not likely to rise. The public has bought and paid for all its shares. There is no speculative account open and it does not seem likely that one will be encouraged, for all the dealers have received a little lesson. They are now determined not to allow special settlements to run on for months like they have in the past. Indeed, a great many jobbers and brokers are inclined to abolish the special settlements altogether. It would be a very good thing if this could be done. These long settlements lead to reckless gambling on the part of people who have no money and who only gamble because they know they cannot be called upon to pay for what to them is a very long time.

THE ENGLISH LANGUAGE IN CHINA.

[FROM THE "EDUCATIONAL REVIEW."]

A large number of papers were sent out a few months ago by the *Educational Review* asking questions regarding the teaching of technical subjects. Evidently this was a subject that did not command a great deal of interest, for only thirty-five replies were received. None of the mission schools reported that technical subjects were being taught, and only three reported that they were planning to introduce such subjects. The opinion was expressed by 15 that these subjects should be taught in the Chinese language, while 5 thought English should be used; 2 thought both languages should be used, and one added German; while 14 gave no reply to this question. Of the 35 answering, 22 reported that the interest in English was increasing; 5 thought the interest was decreasing; and 2 made no reply to this question. As to the question, How many have a good working knowledge of English? the replies varied widely. In a certain province one reported, "Possibly 10," while another thought the number would amount to 500 or 600. It may be noted that the latter lived in Chiofo, while the former resided in the interior. There seems to be no way of finding out to what extent English is made use of by the Chinese in their reading or in practical, every day work. We should like very much to receive reliable data from those who are in a position to know.

The teaching of English occupies an important place in the curricula of nearly all the higher schools of China, as far as we have been able to get information, and in the "middle schools" of the open ports not only is English taught, but Western subjects are taught in English in many of the government and private schools which are controlled by the Chinese. A large number of men who speak English are employed as compradors and clerks in business houses engaged in foreign trade, and the number employed as cooks, waiters, houseboys, etc., in hotels, on steamboats and railways, and by private families, must amount to many thousands. The quality of the English spoken has improved greatly, and "pidgin English" is less popular than in former days.

Pidgin English is used mostly by servants, small tradesmen, and by the janitors, coolies, who make a very small supply of words and poorly constructed sentences do duty for their needs. Conservative institutions like the Shanghai Union College, of Weishien, and Trinity College of Ningpo, have at last yielded to the demand for English. Almost every school in China above the intermediate grade gives a more or less prominent place to English, while a large number of primary schools offer English as one of their principal attractions.

The large and increasing sale of English books is another indication that English is growing in popularity and the attendance of a large number of Chinese at lectures given in the English language is another significant fact. There is not, perhaps, such a craze for English and Western learning as there was a few years ago, when large numbers of incompetent teachers taught schools of mushroom growth to pupils who expected in a few months to obtain a profitable knowledge of English; but it is quite evident that there is a steady growth in English teaching schools, and a rapidly increasing number of Chinese who can read and speak the English language, and this increase is almost certain to continue for many years.

The inquiries sent out were not in such a form as were calculated to arouse any general interest or to elicit a large number of replies, nor were they primarily designed to obtain information regarding the use of English in China, and we can not make any very safe deduction from the results received; but we would like very much to receive information from those who are in a position to give facts; for this question of teaching English in our mission schools is ever present, and adequate provision for English instruction is no small factor in the matter of securing funds for the support of our schools.

Another fact is evident, namely, that some foreign language is necessary to the Chinese student who desires to become an expert in any branch of science, or who wishes to become a leader in Church, or State, or in commercial life. It is also true that to obtain a knowledge of the Chinese written language sufficient to read and write in a scholarly way is almost if not quite as difficult as to obtain a good working knowledge of the English language.

The Chinese language is capable of being adapted to any use that may be required of it, and this is especially true of the Wen-li, but that this adaptation has not yet taken place, and that the Chinese language is still in a state of chaos, that religious nomenclature is more or less unsatisfactory, and that the grammatical structure of the language is too vague and indefinite for the expression of many of the truths which require precise and clear cut modes of expression—all this must be evident to those who are well informed regarding the language and literature of China.

The future language of China has not yet been formed. It may be some form of Kuan-hwa; but it will be a Kuan-hwa very different from that of the present day. It will be modified by its contact with other dialects and by English. It will be Christianized. It will be capable of expressing modern ideas. It will be a language as different from the language of today as the English of Chaucer was from the English of the twentieth century, and the young men and young women who are studying English in our mission schools of Europe and America will have a large share in determining the vocabulary and the grammatical structure of the future language of China—whatever that language may be.

Christianity can never be the religion of China until the language of China is Christianized. The language of the Christians, even now, can not be understood by the non-Christian multitude, whose language is more or less incapable of expressing Christian ideas. Our schools are teaching to the pupils a new Chinese language as well as a foreign language, and we need the help of English-speaking Chinese to give to this new Chinese language a form which will meet the needs of the Chinese people. We can give them our thoughts through the English language, but to them must be committed the task of clothing these thoughts in Chinese garb. Perhaps the Chinese may eventually evolve something better than the language which we ourselves possess. Let us hope that they may.

WRIGHT AND KNEE'S "PREMIER"

SCOTCH WHISKY—just the same as you get at home in Scotland.—Adv.

"JOHANN ORTH."

NEW STORIES OF THE ARCHDUKE'S DISAPPEARANCE.

The application that has been lodged in the High Chamberlain's Court in Vienna for the registration of the death of the Archduke Johann Salvator is evidently going to cause much trouble to the local authorities, as they had any reason to anticipate. The summons to "all persons having knowledge of the Archduke" to inform the Court of the fact has already brought forth two witnesses; and their stories, which, if they are nothing more, are interesting, so far confirm each other that they will require careful investigation before the Court can come to any decision.

The Archduke, at the time of his disappearance, was a man of brilliant attainments—soldier, scientist, author, and musician—thirty-eight years of age. He had abandoned the Austrian Court to live in seclusion on the island of Orth, in Lake Grunndsee—some said from a distaste for the world; others because he had been refused the Viceroyalty of Bosnia and Herzegovina—and when he came from his retirement he composed a ballet, fell in love with Milli Stibel, the premiere danseuse, who figured in it; married her in a London registry office; and then together he and his wife, a tramp, *Santa Margherita*, and two witnesses entirely, after resigning all his titles and adopting the name of Johann Orth.

The *Santa Margherita* was an iron sailing vessel of 1,300 tons. The owner, after sailing from Chatham with a cargo of cement for South America, had trouble both with his crew and with his officers; obtained a new crew and assumed the command himself at Buenos Ayres; and the ship left there on July 12, 1890, ballasted with sand, to sail through heavy gales round Cape Horn to Valparaiso, and has never been heard of since.

The fact that no member of the crew has ever been seen or been able to communicate with his friends has supported the theory that the ship went down with all hands; but there have often been wild stories, incapable of proof, that the Archduke was not on board, a *dram* was now living the life of a hermit somewhere on the South American continent. This theory is repeated again in the "stories" of the witnesses who, seeing the portraits of Johann Orth published in the Austrian papers, have professed to recognise in them a man whom they have seen since the presumed death of the shipwreck.

The first of them—an engineer named Renauz—tells, with a wealth of detail, how he met Johann Orth at Buenos Ayres, and with him saw the *Santa Margherita* sail away to her doom. Then he assisted the stranger—a man of distinguished appearance, with a full beard and a German accent who described himself as a member of a noble family—to find an "estancia" in the disputed zone between Chile and Argentina, and afterwards visited him there several times. His name was then Don Juan, and he had entrusted M. Renauz with a number of letters to post for him in Europe. A week point in the story is, of course, but no recipient of any letter has come forward, but it was believed by many people that the late Austrian historian, Helfert, was in communication with the missing man, and the papers that he had left, no doubt, be carefully examined. The situation of this "estancia" is said to be in the region of Cordoba, some fifteen miles from a place called Las Piedras.

The second witness is a Belgian explorer and scientist, M. G. Lecointe, who commanded the *Belgica* on her expedition to the Antarctic in 1899. On his return from the Southern Seas, he says, he started to make his way into Patagonia, and on the slopes of the Andes, far away from any other habitation, he found the missing man, living alone with his horses, his dogs, and his books. This man, he declares, was of distinguished bearing, though it was evident that he had been leading this solitary life for some years; and he spoke French, English, Russian, and German, but his accent was that of a German or Austrian. M. Lecointe spent eight days with the solitary, and, at a later period, three days more. He took a photograph of him, but had the misfortune to get his camera smashed in his journey across the Pampas; but the recently published portraits of the missing Archduke, he says, "incontestably those of the man with whom I spent several days in the winter of 1899"—more than nine years, that is, after the *Santa Margherita* was last at sea.

Both in their description of the stranger and in the place of his retreat—one finds him a long way farther West than the other, an interior of nine years, but still in the same region—the two travellers agree, and the stories they have to tell will be interesting when further details are extracted from them, whether the stranger proves to be Johann Orth, or as is still more probable, some other misanthrope who has found his happiness far from the haunts of men.

GREATEST WARSHIP IN THE WORLD.

TWICE AS LARGE AS THE "DREADNOUGHT."
The new battleship *Rio de Janeiro*, which Messrs. Armstrong, Whitworth & Co. are building for Brazil, will be by far the largest in the world.

According to the *Engineer*, she will displace 32,000 tons and will mount twelve 14-in. guns. Her cost will be approximately £2,900,000. The *Rio de Janeiro* will be almost as large as Great Britain's original *Dreadnought*, which displaces only 17,500 tons, and mounts ten 12-in. guns. The 32,000-ton battleship and the 14-in. guns are for all other Powers except Brazil only abstractions. Mr. Meyer, the Secretary of the United States Navy, has stated that his Government intends to build four 32,000-ton battleships mounting 14-in. guns, but no active steps have yet been taken.

Great Britain's largest ship is the battleship-cruiser *Lion*, launched at Devonport recently. She displaces 26,000 tons. As striking as any feature of the Brazilian battleship is her secondary armament, which consists of fourteen 6-in. guns, fourteen 4-in. guns, three six-pound landing guns, six machine automatic guns, and three 18-in. torpedo tubes under water.

The secondary armament of our *Dreadnought* consists of only twenty-seven 12-pounders, but some of the later types have a more powerful equipment than this.

This Brazilian battleship when completed will be the greatest fighting machine ever devised by the ingenuity of man.

LATEST STEAMER MOVEMENTS.

The T.K.K. str. *Tenyo Maru* sailed from San Francisco on the 16th inst. for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki, and Shanghai, and is due to arrive at this port on the 13th prox.
The str. *Indravelli* from New York left Singapore for Hongkong on the 15th instant p.m., and may be expected here on or about the 21st instant.
The S.S. *R.M.S. Empress of India*, which left here on the 16th ultimo, arrived at New York on the 14th instant.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 A.M. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 33. Telephone Nos. A.B.O. Telegraphic Address: Press Codes: A.B.O. 6th, Ed. Lieber's.

NEW ADVERTISEMENTS

VICTORIA RECREATION CLUB.

AQUATIC FETE

ON SATURDAY, AUGUST 20th, 9 P.M.

Ladies' Tickets obtainable from the Steward of the Club, or at the gate. Non-members \$1.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of Members of the Association will be held at the City Hall, at 5.15 P.M. THIS DAY (WEDNESDAY), the 17th day of August, 1910, for the purpose of considering the question of the reformation of the Association as a Corps of Reserves.

A. JENKINS,
Hon. Secretary.

Dated this 6th day of August, 1910. 944

PUBLIC AUCTION.

THE Undersigned have received instructions from the Hon. THE CAPTAIN SUPERINTENDENT OF POLICE, to sell by Public Auction, On MONDAY,

the 22nd August, 1910, at 11 A.M., at the Central Police Station's Compound, SUNDY CONDEMNED AND OBSOLETE STORES,

Comprising—
OLD METALS, CLOTHING, LAMPS, CIGARETTES, TABLES, a quantity of OPIUM, WINES AND SPIRITS, OPIUM PIPES, and SMOKING IMPLEMENTS, ONE PRINTING MACHINE and 9 Boxes PRIMERS, &c., &c.

A number of RIFLES, REVOLVERS and a large quantity of AMMUNITION.

Terms—As Usual.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 17th August, 1910. 945

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"FOOKSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. on the 17th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be offered.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd.

General Managers.

Hongkong, 16th August, 1910. 14

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"VORWAERTS," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risks, into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Ltd.

Kowloon, whence delivery may be obtained.

The Steamer brings Cargo from Samsun ex S.S. "Salzburg," transhipped at Trieste.

Venice ex S.S. "Toko," and "Metecovich," transhipped at Trieste.

Trieste ex S.S. "M. Baquellum," transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before Noon on the 23rd inst., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 10 A.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd inst. will be subject to loss.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 16th August, 1910. 13

VIENNA CAFE CO., (1910) LIMITED

(RECONSTRUCTED).

QUEEN'S ROAD CENTRAL,

(Opposite Post Office.)

A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE)

AFTERNOON TEAS, ICES, LIGHT REFRESHMENTS.

SPECIALY SELECTED BRANDS OF WINES, SPIRITS, BEERS, &c.

AN EXTENSIVE MODERN BAKERY.

A FRENCH CHEF.

Hongkong, 23rd July, 1910. 855

PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 20th day of August, 1910, at Noon, for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts to 30th June, 1910.

The REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 8th August to SATURDAY, the 20th August, 1910 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
N. J. STARR,
Acting Chief Manager.

Hongkong, 3rd August, 1910. 897

CHINA SUGAR REFINING CO., LTD.

NOTICE.

IN accordance with the Provisions of No. 121 of the Articles of Association, the General Agents have This Day Declared an INTERIM DIVIDEND of 5% for the half-year ending 30th June, 1910, on the Paid-Up Capital.

DIVIDEND WARRANTS, Payable on TUESDAY, the 30th August, 1910, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from 17th to 30th August, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents.

Hongkong, 12th August, 1910. 936

INTIMATIONS.

HONGKONG JOCKEY CLUB.

MEMBERS wishing to subscribe for Subscription Griffs for next RACES are requested to Notify the Undersigned before SATURDAY, 27th August, 1910.

By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, 26th July, 1910. 865

HONGKONG - SHANGHAI INTERPORT SWIMMING GALA AT SHANGHAI.

SEPTEMBER 1, 2 AND 3, 1910.

THE HONGKONG SELECTION COMMITTEE invites all Candidates to Practise in the V.B.C. Bath between 5 P.M. and 7 P.M. Daily.

FRANK LAMBERT,
Hon. Secretary.

Hongkong, 9th August, 1910. 919

COLLEGIO DE SANTA ROSA DE LIMA.

A HIGH-CLASS BOARDING AND DAY SCHOOL FOR YOUNG LADIES.

MACAU.

UNDER THE PATRONAGE OF HIS LORDSHIP THE BISHOP OF MACAU.

THE Classes of the above establishment will BE-OPEN on the Ninth of September.

The teaching of Foreign Languages forms the principal feature of the College; all the Teachers being Europeans. Portuguese, English, French and German are taught by Skilled Certified Teachers. There are four Portuguese Lady Teachers from Portugal, two English, two French and one German, all possessing diplomas of Certified Trained Teachers.

Beside Languages, the Girls are taught in their own languages: Geography, History, Arithmetic, Religion, Morality and Civility.

Musical, Vocal and Instrumental, Painting, Oil and Water-colour; Needlework and Embroidery are taught by the same efficient staff of Ladies.

The Convent is situated at the East end of Praia Grande, overlooking the sea. The Class-Rooms and Dormitory are very roomy and airy. Excellent table. The Sanitary arrangements are perfect.

The health and deportment of the Children are the objects of special care. A monthly report of the progress and behaviour of the Girls is sent to the Parents.

For terms and particulars apply to—

THE LADY SUPERIORESS.

Hongkong, 12th August, 1910. 933

THE HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that at a MEETING of the Directors of this Company, held at No. 54, Bonham Street, West, Victoria, Hongkong, on THURSDAY, the 4th day of August, 1910, a call of Twenty-five Dollars (\$25.00) Hongkong Currency per Share was made on all Shares of the above Company and it was determined that such call should be paid on or before MONDAY, the 17th day of October, 1910, to the undersigned, LEUNG KIN ON, a Director of the Company, at the Registered Office of the Company, No. 64, Bonham Street West, aforesaid.

In default of payment, interest at the rate of \$1.50 per centum per annum will be charged from the 17th day of October, 1910, until the said call is actually paid as provided in Article No. 25 of the Articles of Association.

By Order of the Board of Directors,
LEUNG KIN ON,
General Manager.

Hongkong, 15th August, 1910. 942

THOUSANDS OF DOLLARS ARE SAVED BY THE EXPENDITURE OF AS MANY CENTS

By the Use of

SOLIGNUM.

the Wood and Brickwork Preservative which really does what is claimed for it. IT IS ABSOLUTE DEATH TO THE WHITE ANT.

Extensively used by the British Government at Home and Abroad, by H.M. War Department at Hongkong, the Imperial Maritime Customs and all large local concerns.

Prospectus samples and all information from the General Agents,

SIEMSEN & Co.,
(Machinery Dept.), Hongkong.

748

AUCTION

G. R. PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, TO-DAY (WEDNESDAY),

the 17th August, 1910, at 10 A.M., at H. M. NAVAL ESTABLISHMENTS,

SUNDY ODD AND SURPLUS NAVAL AND VICTUALLING STORES,

Comprising—
OLD AND SURPLUS NAVAL STORES: CHAINS, WOOD BLOCKS, HOSES, TOOLS, OLD IRON AND METALS, OLD MACHINERY, ELECTRIC CABLE and GEAR, WOOD BOXES, LEATHER, COAL SACKS, OLD INDIA RUBBER, OLD BOATS, FURNITURE, CARPETS, SURGICAL INSTRUMENTS, COBDAKE PAPERSTUFF, &c., &c.

OLD AND SURPLUS VICTUALLING STORES: PROVISIONS, Seamen's CLOTHING, BLANKETS, MESS TRAPS, IMPLEMENTS, STAVES, and a quantity of ELECTRO-PLATED ARTICLES, &c., &c.

Catalogues will be issued.

Lots will be on View on afternoon of August 15th.

TERMS OF SALE.—As Customary.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 3rd August, 1910. 900

PUBLIC AUCTION.

(BY ORDER OF THE MORTGAGEE).

MR. GEO. P. LAMBERT will proceed with the Postponed Sale of HUNG HOM INLAND LOT Nos. 81 and 86, Nos. 109 and 119, Wahu Street (formerly Market Street).

On THURSDAY, the 25th August, 1910, at 12 o'clock (Noon), at his Sales Rooms, Duddell Street.

For further particulars, apply to the AUCTIONEER, or to

MR. HOLMES,
Solicitor.

54, Queen's Road Central.

Hongkong, 16th August, 1910. 943

FOR SALE

FOR SALE.

REMAINING PORTIONS of MARINE LOTS 31 and 36, at PRAYA EAST.

Approximate Area, 45,000 Square Feet.

TO BE LET OR SOLD

IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT

No. 285

EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply—

G. FENWICK & Co., Ltd.,
Engineers &c.,
PRAYA EAST, HONGKONG.

Hongkong, 8th June, 1906. 94-168

CHEESE

CHOICE

CANADIAN STILTON.

60 CENTS PER LB.

THE

DAIRY FARM CO., LTD.

GRACA & CO.

27, DES VŒUX ROAD.

Dealers in

ASIATIC POSTAGE STAMPS AND PICTORIAL POST CARDS.

JUST Received a Selection of POSTAGE STAMP CATALOGUE for 1910, Picture and Painting Books, Novels, Postage Stamp Albums with Movable Leaf, Puzzle Post Cards, School and Shopping Bags, Dolls, Toys, Cigars, Cigarettes, &c., &c.

Inspection Invited. 1789

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to .333G. at \$6.87 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.,
Hongkong, 26th October, 1906. 545

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 m.m.

With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co.,
Fongkong, 6th March, 1907. 53

SHOT MANUFACTURERS.

ABBEY IMPROVED CHILLED SHOT Co., Ltd., Newcastle-on-Tyne. Makers of Chilled Hard and Soft Shot (Wholesale only).

CARTRIDGES, SPORTING

Loaded by the ABBEY IMPROVED CHILLED SHOT Co., Ltd., Newcastle-on-Tyne. Makers of Chilled Hard and Soft Shot (Wholesale only).

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TO LET

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NO. 3, GOUGH HILL (104A, THE PEAK), Partly Furnished.

Apply to—

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Hongkong, 12th August, 1910. 782

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, ROOMS suitable for Offices.

One GODOWN in MASON'S LANE.

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DAVID SASSOON & Co., Ltd.,
Hongkong, 8th March, 1910. 95

TO LET.

NO. 2, HOLLYWOOD ROAD.

No. 2, OLD BAILEY. Immediate Possession.

ARRATTON V. APCAR & Co.,
14, Des Vœux Road Central.

Hongkong, 4th July, 1910. 800

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Hongkong, 1st August, 1910. 89

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OFFICES in Des Vœux Road, Central, corner of Ice House Street

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Messrs. PERCY SMITH & FLEMING,
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TO LET.

SELF-Contained FLATS, NATHAN ROAD, Kowloon, with Gas, Electric Light and Telephone in each Flat.

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NOS. 19 and 23, SHELLEY STREET, new 5-Roomed Houses.

1 HOUSE in Bellios Terrace.

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Hongkong, 1st August, 1910. 88

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HOUSES in Observatory Villas (5 Rooms), Kowloon. Electric and Gas laid on, Tennis Court.

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OFFICES No. 2, Connaught Road, 3rd Floor.

A HOUSE in Wong Nai Chong Road. OFFICES in YORK BUILDING.

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SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trans stop at the door.

Also NEW EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

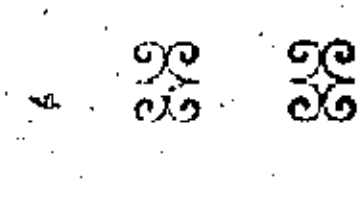
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THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

For your own comfort in Tropical Countries use CALVERT'S Carbolic Soaps.

Sold by local Chemists and Stores. Made by F. C. Calvert & Co., Manchester, England.

Guarded against
Infection.



Perfect Personal
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Freedom from
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Which meets your special need?
Each suits the climate.

Calvert's 20% Carbolic Soap.

Among the special purposes for which this powerful antiseptic soap is useful, it has secured a wide popularity as a safeguard against infection, as a protection against mosquitoes and other insects, or for antiseptically cleansing their bites.

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The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 19th July, 1910. [783]

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TERMS VERY MODERATE. Consultation Free.

Hongkong, 21st September, 1905. [432]

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Hongkong, 27th January, 1910. [364]

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FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [546]

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JUST UNPACKED A FINE STOCK of Gentlemen's HOSE (SOCKS) assorted Shade and Design, also HOSE GARTERS, BRACES, SCARF PINE, STUPE and SLEEVE BUTTONS. Best Quality of PEARL BUTTONS, WAIST COATS and COATS, FANCY NECK TIES and SCARF, DRESS TIES, Black and White, HANDKERCHIEFS, PLAIN and WHITE, SHIRTS, COTTON and LINEN, DRESSING HAIR BRUSHES and COMBS, &c., &c., &c.

HOOSAIN-ALI & Co., No. 14, Queen's Road Central.

Hongkong, 18th July, 1910. [707]

SCOTCH WHISKY.

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HOOSAIN-ALI & Co., No. 14, Queen's Road Central.

Hongkong, 18th July, 1910. [707]

IN A CHINESE THEATRE.

[BY "E.C.D." IN "THE STAGE"]

During a visit to Hongkong some years ago my host offered an evening's amusement in the form of a visit to a Chinese theatre. I hesitated about the trouble involved in going down into the town after dinner on a glorious September night. Half-way up to the Peak, amongst the flower-garden terraces, the tumbling rivulets and moonlit woods, the night air was cool and exquisite; but down there, where thousands of lights twinkled round the wide bay, one would go into a tank of hot air like the breath from a furnace-door. In the end, however, curiosity prevailed over any contentment, and our host's head "loy"—a solemn and dignified Chinaman of forty years of age—took charge of the expedition. From the Peak to the town stretches a lattice work of precipitous asphalt paths, up and down which the natives of the poorer sort and rare Europeans toil on foot, while anyone who can contrive to own, hire, or borrow a carrying chair goes comfortably springing from the shoulders of herculean coolies. So, on a lovely night, we strolled out after dinner, throwing on the lightest of wraps, and stepped into the gorgeously painted palanquins waiting in a row on the terrace. Down the steep slopes we swung till, on the level, in the streets, a stand of rickshaws was reached, when the chairs were lowered, and, alighting from them, we transferred the burden of our several weights to another set of coolies, who sped with the swiftness of birds over the broad, heaving streets which seemed out of walking so much as the best thoroughfares of the residential parts of Dresden or Berlin. It is a part of the strangeness of Hongkong that from the fronts of these ultra-modern stone-built houses there hang big Chinese gilt signs and lighted paper lanterns, and that along a paved road laid with the lines of an electric tram one skims in a ricksha drawn by a half-naked Chinaman.

After a long run we pulled up at a big dark stone building, in no way distinguished from these flashy and facing it, a wide doorway stood open, under an immense ornate paper lantern. Passing down a long, wide, whitewashed corridor and through swing doors we found ourselves suddenly transported into what seemed the heart of an unknown country, so utterly contrary to every conception of our own civilisation appeared to be the tastes of the men before us.

Our servant had conducted us to a small pen raised off at one side of the vast auditorium for the use of foreign dignitaries, which was a simply furnished parlour and two deep galleries—adorned from floor to ceiling with a solid mass of yellow faces and blue garments—confronting a broad stage, which stretched, with-out curtains, flies, scenery or wings, right across one end of the great bare building. In the centre of this stage the nakedness of bare boards appeared emphasised rather than concealed by a worn, old piece of carpet spread before a small dais, on which was placed the orchestra. But what an orchestra! It is a tame and common-place word by which to designate that delightfully gloomy company of half-a-dozen or so of semi-naked Mongols, crunched upon their heels on the little platform, each of whom had apparently fashioned for himself the instrument on which he found he could make the most hideous noises whereby to drown his fellow-conspirators. What gratifies the Chinese ear we cannot know, for invariably all travellers native to lands of rhythmic harmonies have made loud complaint of the deformities of Chinese music; and it is true that to European ears the Chinese music seems to be a medley of the sounds of steam-horns, motor-horns, and the peeping agencies of pigs combined fantastically with four piercing minor notes and one sustained and ghastly wail. Withal, the "music," from its very strangeness, was, in an irritating fashion, far from being entirely unpleasant, and it was even possible, after an apparently purposeless pause, to detect in the next bout of noises a fresh disposition of these four chief notes and that menacing scream. Through it all, however, was the custom, kept perfect time on its own account, a with no reference to anyone or anything else. It is said that in one thin note, or what to our ears is one thin note, the Chinese can detect cadences of sound; and this being so, it is better to own at once that we do not understand than to turn from this curious orchestra with ridicule or contempt.

The stage of ancient Greece was not more devoid of scenic device than this Chinese proscenium. On each side of the quaint orchestra platform dangled a pair of red lanterns in the bare wall—simply and naively R and L—and over each hung a long, monster banner of scarlet cloth inscribed in large, handsome Chinese letters of gold. Further scenery there was none. Stage furniture consisted of a little deal table and three common chairs, placed before the orchestra in the centre of the patch of old carpet, the whole being lit by a row of poisonous oil-lamps which served as footlights. Such a disposition of the stage, the blue and the barbarism, and it is difficult to determine whether the utter absence of illusion may not argue an audience more imaginative than does our elaborate deception of the senses.

The band, I remember, was in full blast when we entered our pen; and no notice was taken of us by the vast audience—all men—which sat rapt, spell-bound, in contemplation of a scene of breathless interest. Crowded together in the middle of the great, empty stage were the protagonists of the play, the chief figure among them apparently being an old man, dressed in crimson and green silk, with a long white beard visibly and insecurely affixed to his shaven face, who sat rigidly at the deal table talking in high shrill monotone regardless of the din of the orchestra immediately behind him. By his chair stood two or three women in rich and brilliant costumes, their splendid dresses affording a striking contrast to the general dinginess. Before the grey-haired young and slender girl tottered on diminutive, maimed feet, supporting herself upon the arm of a female attendant, whose solid and natural hold upon the earth afforded the necessary support.

So graceful, so feminine were the women upon the scene that it was difficult to believe that the male sex alone are permitted in China to adopt the profession of the stage. The girls we saw—red, so delicate with genuinely crushed features, young men, trained all their lives for such a career. Moreover, the actor ranks curiously, to us, in the Chinese social scheme, for though—by a purely democratic spirit, to which our younger civilisations have not yet attained—all posts are open to competitive examinations to every class, there is an exception excluding from such national privileges, "monks, play-actors, and manual servants."

The pale young heroine was clad in silks and tans of thick white silk, broad and embroidered heavily in gold and wonderful colours; her magnificent blue-black hair a mass of flowers and combs; her lips painted to a rose-bud shape of hideous vermilion. The small, delicate features of this typical Chinese lady were covered thickly with white paint, and drawn up into the expression of gentle suffering familiar in the faces of Celestial ladies of high degree and crushed feet. To China the useless foot is as the gash-mark to Turkey; but with this reserve

that it is far more efficacious; for the veiled woman can and does enjoy astonishing freedom owing to the impenetrable disguise in which she walks abroad; but the Chinese lady who cannot totter two steps alone is still more safe in the Oriental view of the sanctity of the house.

All the action and movement of the thrilling crisis before us consisted in the tall form of this heroine away backwards and forwards as the old man scowled his long and monotonous harangue. At intervals she responded in a sharp, high wail, gently moving, by way of passionate gesture, a long, thin hand, with outstretched forefinger adorned by a nail about three inches long, encased in a jewelled sheath. Long and long this scene smouldered on, the audience sitting immovably, enchanted, with lips not indifferently and olive black eyes riveted upon the actors. These coolies were quite content with a picture of real life, a real conversation, such as no stage manager in Europe would dare put upon the boards. Though in real life people never talk with the ceaseless getting up, crossing the room, moving from chair to chair, to which we are accustomed in our plays, when one is brought up to such inventions it is very difficult to realise the childishness of a great deal of stage "business." The Chinese, apparently, grasped this truth; and the resultant realism is, to us, incomprehensible and amazing.

After an amplitude of this dialogue, the music held off for a few moments to herald the entrance of a middle-aged, brown-faced woman, clad in shabby dark garments, who had been standing in the left-hand doorway all along. This person, taking no notice whatever of the other performers, walked up and down before the footlights, walking and grunting one of the most unusual songs I have ever heard. She walked and sang, wringed, wriggled, and stamped her feet. The audience shrieked with delighted laughter, their tone conveying unmistakably the conviction that the old woman's song did not reach the perfection of fun without vulgarity. "This piece woman," explained our coolie, "she also same mullig block." What she said he could not, or perhaps would not, explain. The marriage-broker finished her song in something over twenty minutes, addressed a few words to the group, and passed across the stage, went out at the other door, and all the performers rose and shuffled out after her, some staying to lounge and talk in the doorways, others preferring to mix with the orchestra.

A short, or Chinese short, pause ensued, enlivened by extra be-devilments of the band. There are no acts in a Chinese play; only gaps. The audience breathed deeply and stirred a little, and a few words were exchanged here and there, but the excitement was too tense for much conversation.

A full of music, which clearly indicated a change of scene, was followed by the re-appearance of the young heroine, who, supported by her attendant, tottered from her place in the doorway and sank into a chair by the table. The rest of the company, watching her from the doorways, were technically "off," and perhaps to the Chinese imagination really invisible. The little thin face had been repainted a still more glaucous green, and upon each temple a scarlet opium water now indicated the interesting fact that the heroine was suffering. She was dying of love. But before she expired this Chinese prima-donna intended to indulge in a swan-song of peculiarly exciting type, the one theme of which took and sustained, to European ears, something approaching one of the most painful notes of the orchestra, by which manoeuvre the chant could generally be heard above the deafening accompaniment. Languidly the gandy little head leaned upon one delicate hand, the spidery forefinger of the other tapping upon the table with no rhyme or reason.

Eventually all things must come to an end, even this song of Chinese Mimi, which suddenly ceased as purposelessly as it had begun. Quite without warning the heroine stopped on a high note in the middle of the scene, clutched the table, swayed, and then, as representing a real Chinese lady, leaped with astounding agility pick-a-back upon her nurse's shoulders, and was borne from the stage to the sound of loud applause. No doubt this had been a scene of the sweetest and most captivating madly delicious in the repertory of the ideal woman for whom the Chinese drama is valued.

For my part I felt inclined to sit at the Chinese play as long as any native member of the audience, for the spectacle fascinated me beyond expression. The charge of monotony is absurd in a performance which furnishes every few moments fresh and amazing views of human life and thought. No European play I have ever seen can claim as much. Not that it seemed that two or three hours of the Chinese play had exhausted my companions' patience, for to my dismay I heard them beginning to ask when "the show" would be over.

"No can tell."

"When did it begin?"

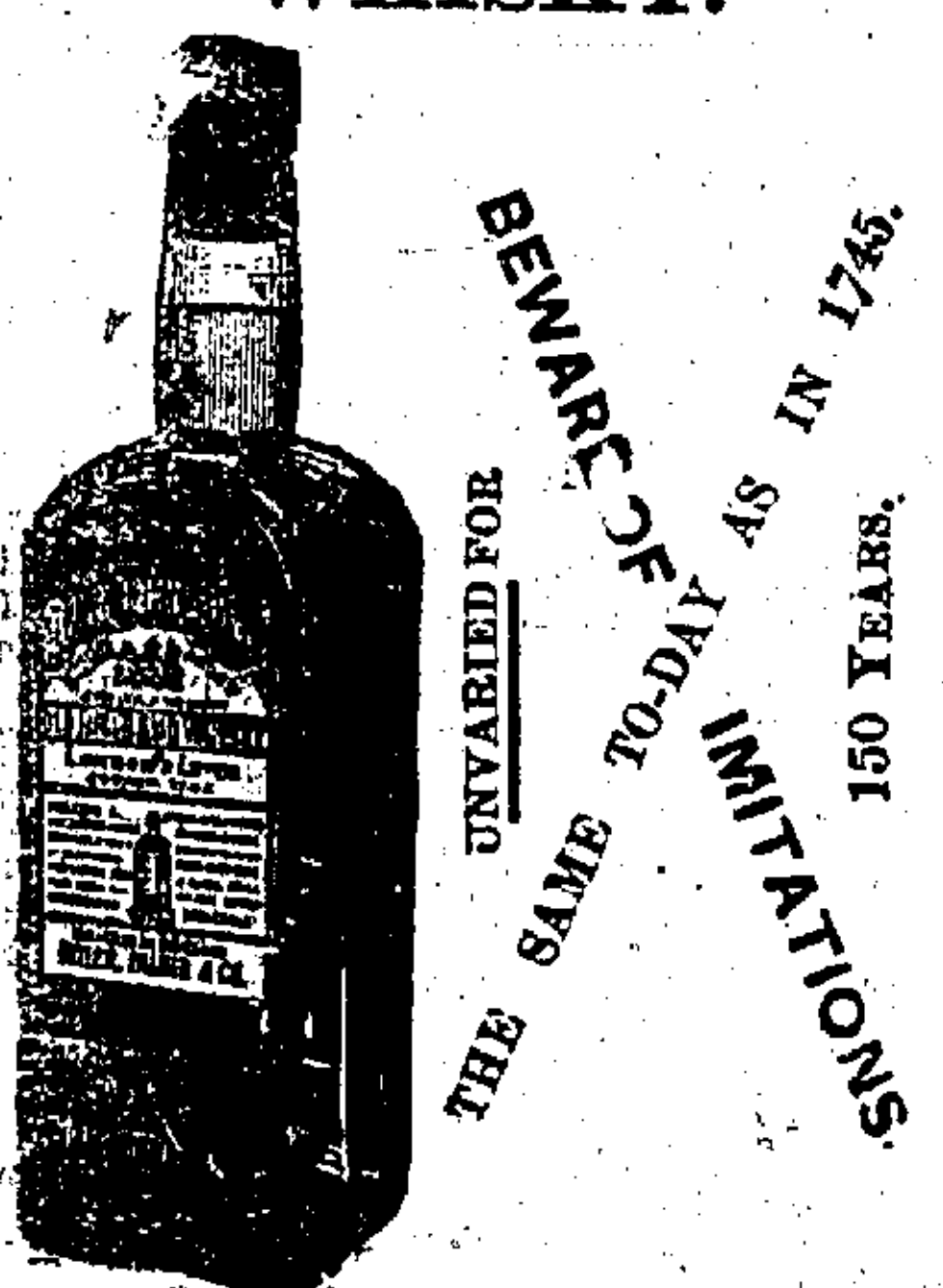
"Some time ago."

However, the play was prolonged by a visit behind the scenes, and if the "front" had been extraordinary, the back of the stage was even more wonderful, resembling as it did a mess between an old clothes shop and the Demon's Cave of pantomime. Piles of gaudy clothing, professional standards, lanterns of every size and colour, artificial flowers, green and gilt and scarlet and hazy dirt seemed to stretch in endless perspective, the whole place reeking of paraffin, sweat, heavy perfumes, and the all-pervading odour. Half-clad Chinamen swarmed and jabbered everywhere or stood at little laquer tables messing about with small pots of grease and face paint; and here and there the actors might be seen squeezing about in the crush or sitting upon up-turned packing-cases. Chairs were presently fished out from what looked like piles of wreckage and placed upon the stage where we sat, Elizabethan fashion, in the very heart of things, without any detriment to the reality or truthfulness of the scene. Here we waited a little while the play trailed on—noisy, uneventful, long-winded. Yet, to the most unresponsive, the performance was fascinating in a strange repellent, unattractive way, like the first dose of some old drug, and it was with a curious mingling of relief and regret that we finally tore ourselves from the theatre and came out again upon the still dark streets of beautiful Hongkong.

Perfectly impassive and insouciant, the ricksha coolies had been waiting all these hours, and now silently took up the shafts and ran back along the miles of streets to the spot where our chairs were standing. Half a dozen big, bronze-yellow figures, with magnificent physique and expressionless, slanting eyes, philosophers who know perfectly well that at the work of carrying chairs no man lives more than a very short time. Taking up the poles they swung lightly, swiftly, with deep, panting breaths up the long asphalt paths in the fresh, fragrant night.

Far away down there the play undoubtedly went on, a living complete satisfaction to a race that has taken six thousand years to evolve this form of entertainment. Yet—who knows? Effort as they may be, perhaps the old and blind race have passed, ages ago, our childish love of scenic accessories. Perhaps, too, our liking for sweet sounds may be, in the history of a race, as is the love of bon-bons to the little child; for we are so young, so fresh—and the Chinese are so old, so weary.

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



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LANE, CRAWFORD & CO.

and from ALL WINE MERCHANTS. [46]

SINGON & Co.

IRON, Steel, Metal and Hardware Merchants

Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandeliers. Nos. 35 & 37, HING LING STREET, (2nd St. west of Central Market). Telephone No. 515. [496]

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UNVARIABLE FOR 150 YEARS.

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NOTICES TO CONSIGNEES

S.S. "VILLE DE LA CROIX" COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex Havre ex s.s. "Dordogne" and "Matapan" from Havre ex s.s. "Verbeke" from Bordeaux ex s.s. "Verbeke" in connection with above Steamer, are hereby informed that their Goods with the exception of Opium, Treasury and Valuables are being landed and stored at their risks into the hazardous and extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 22nd inst., at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 23rd inst., or they will not be recognized. All damaged packages will be examined on the 22nd inst., at 3 P.M. No Fire Insurance has been effected.

P. THOMAS, Agent.

Hongkong, 15th August, 1910. [2]

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELDS CO., LTD., who are prepared to Supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch Telegrams: "Labor Labuan." BRADLEY & Co., Agents. Hongkong, 12th August, 1909. [931]

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TO DAY
10 A.M.—Auction of Naval and Victualling Stores, at H.M. Naval Establishments, by Messrs. Hughes & Hough.
5.15 P.M.—Extraordinary General Meeting of Hongkong Volunteer and Reserve Association at City Hall.

FORTHCOMING EVENTS.
Saturday, 20th August—Ordinary Half-Yearly Meeting of Hongkong and Shanghai Banking Corporation at City Hall, Noon.
Monday, 22nd Aug.—Auction of Sundry Condemned and Obsolete Stores at Central Police Station's Compound, by Messrs. Hughes & Hough, 11 A.M.
Thursday, 25th August—Auction of Hung Hom Island Lots at Sales Rooms, by Mr. Geo. P. Lamert, Noon.

SHIPPING.

ARRIVALS.
BENDORA, British str., 2587, A. W. S. Thomson, 16th August—Singapore 10th August, General—Gibb, Livingston & Co.
CHONGHONG, German str., 1621, J. Bouha, 15th August—Kohlschlag 8th Aug. Rice and Rosewood—Butterfield & Swire.
CHUNSHANG, British str., 1418, R. Y. Anderson, 15th August—Hong Kong 12th Aug. Coal—Jardine, Matheson & Co.
FOOKSANG, British str., 1987, T. A. Mitchell, 16th August—Colombo via Straits 30th July, General—Cardinal, Matheson & Co.
FUKU MARU, Japanese str., 1589, Murakami, 16th August—Mojoi 10th August, Coal—Mitsui Bussan Kaisha.
HAIMUN, British str., 641, A. H. Stewart, 16th August—Swatow 15th August, General—Douglas, Lapraik & Co.
KATIPUKU MARU, Japanese str., 1903, S. Sada, 15th August—Mojoi 21st August, Coal—Kobe & Yokohama.
KWANGSUNG, Chinese str., 1468, Lincoln, 16th August—Shanghai 15th Aug., General—C. M. S. N. Co.
SAMPUNG, British str., 3022, H. P. Bevan, 16th Aug.—Liverpool 9th July and Singapore 10th August, General—Butterfield & Swire.
SHANTUNG, British str., 1135, Robinson, 15th Aug.—Sourabaya and Churbon 5th Aug., Sugar—Butterfield & Swire.
TELEPHONUS, British str., 1340, Edwards, 15th August—Singapore 11th August, General—W. F. S. S.
VORWAERTS, Austrian str., 3727, H. Bodnar, 16th August—Trieste and Singapore 10th August, General—Sander, Wieler & Co.
WINGSANG, British str., 1520, P. Martin, 15th August—Lihabik 9th August, Coal—Jardine, Matheson & Co.
ZAFIRO, British str., 1613, A. Fraser, 15th August—Manila 13th August, Hemp Sugar and General—Shewan, Tomes & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
16th August.
Atsuta Maru, Japanese str., for Singapore.
Ori Diederichsen, German str., for Hoihow.
Catherine Apar, British str., for Singapore.
Haimun, British str., for Swatow.
Plempenhi, British str., for Saigon.
Plempenhi, German str., for Bangkok.
Singan, British str., for Haiphong.
Soshu Maru, Japanese str., for Swatow.

DEPARTURES.

ASTREA, British str., for Singapore.
FORERIG, British str., for Singapore.
GERMANIA, German str., for Canton.
HAICHING, British str., for Swatow.
HANOI, French str., for Hoihow.
JOSHIN MARU, Japanese str., for Swatow.
LOONGMOON, German str., for Saigon.
MONTAGLE, British str., for Vancouver.
POLYNESIAN, French str., for Europe, & Singapore.
SINGONG, Dutch str., for Saigon.
TAMBA MARU, Japanese str., for Shanghai.
TEAN, British str., for Manila.
ULV, Norwegian str., for Canton.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship
"CATHERINE APCAR,"
Captain G. F. Hudson, will be despatched for the above Ports TO-DAY, the 17th inst., at Noon.

For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 15th August, 1910. [924]

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST).
PROPOSED SAILING FROM HONGKONG.

FOR NEW YORK.
S.S. "BRAEMAR" ... On 25th August.
FOR BOSTON AND NEW YORK.
S.S. "LENNOX" ... About 3rd Sept.
For Freight and further information, apply to
DODWELL & Co., Ltd.,
Agents.
Hongkong, 17th August, 1910. [901]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM For
FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG,
CALCUTTA, COLOMBO, ADEN,
SUZUKI AND PORT SAID.
(Taking Cargo at through rates to the Brazils to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, YENIOS, and ADELPHI Ports).

THE Company's Steamship

"SILERIA,"
Captain Radonich, will be despatched as above on SATURDAY, the 27th inst., P.M.
This Steamer has capital accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor.
For information as to Passage and Freight apply to
SANDER, WIELER & Co.,
Agents,
Princes Building,
Hongkong, 1st August, 1910. [3]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BIRTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, HULL & ANTWERP	CARMARTHENSHEIRE	Brit. str.	—	Daniels	JARDINE, MATHESON & Co., Ltd.	About 20th inst.
LONDON, &c., via USUAL PORTS OF CALL	DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	On 20th inst., at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	LIBERIA	Ger. str.	k.w.	Knaul	HAMBURG-AMERICA LINE	On 14th Sept.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BADENIA	Ger. str.	k.w.	Wagner	HAMBURG-AMERICA LINE	On 20th Sept.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k.w.	Bahr	HAMBURG-AMERICA LINE	On 19th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SAMPIA	Ger. str.	k.w.	Reuss	HAMBURG-AMERICA LINE	On 27th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SPERZA	Ger. str.	k.w.	Fass	HAMBURG-AMERICA LINE	On 28th inst.
MARSEILLES, &c., via PORTS OF CALL	AUSTRALIAN	Fr. str.	—	Menton	MESSAGERIES MARITIMES	On 30th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HITACHI MARU	Jap. str.	—	N. Matheson	NIIPPON YUSEN KAISHA	On 31st inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MIYAZAKI MARU	Jap. str.	—	T. Mural	NIIPPON YUSEN KAISHA	On 14th Sept., at D'light
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c.	PRINZ LUDWIG	Ger. str.	—	E. v. Binzer	MELCHERS & Co.	On 24th inst., at Noon.
TRIESTE, &c., via SINGAPORE, &c.	SILERIA	Aus. str.	—	E. Radonich	SANDER, WIELER & Co.	On 27th inst., P.M.
NEW YORK	BRAEMAR	Brit. str.	—	Lorenson	DODWELL & Co., Ltd.	On 25th inst.
NEW YORK	LENNOX	Brit. str.	k.w.	H. E. Dowall	ABLOWITZ & Co.	About 17th inst.
BOSTON & NEW YORK	REDFHILL	Brit. str.	—	H. E. Dowall	DODWELL & Co., Ltd.	About 3rd Sept.
VICTORIA, B.C., VANCOUVER, TACOMA, &c.	EMPRESS OF CHINA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 23rd inst.
VANCOUVER (DIRECT)	EMPRESS OF CHINA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 27th inst., at 6 P.M.
VANCOUVER, B.C., SHANGHAI, JAPAN, &c.	EMPRESS OF CHINA	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 8th Nov., at Noon.
VANCOUVER, B.C., SEATTLE, VIA KEELUNG, &c.	AWA MARU	Jap. str.	—	S. Ishikawa	NIIPPON YUSEN KAISHA	On 13th Sept., at 4 P.M.
VICTORIA, B.C., TACOMA VIA KEELUNG & JAPAN	TACOMA MARU	Jap. str.	—	H. Yamamoto	OSAKA SHOSHEN KAISHA	On 7th Sept., at Noon.
CALLAO IQUIQUE, &c., via JAPAN PORTS, &c.	KIYO MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 25th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 31st inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	M. Winkler	NIIPPON YUSEN KAISHA	On 2nd inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Jap. str.	—	D. Lessa	MELCHERS & Co.	On 14th Sept., at D'light
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	T. Sekino	NIIPPON YUSEN KAISHA	On 30th Sept., at Noon.
KOBE & YOKOHAMA	KITANO MARU	Jap. str.	—	F. E. Cope	NIIPPON YUSEN KAISHA	To-morrow, at Noon.
KOBE & YOKOHAMA	HELLAS	Ger. str.	k.w.	Sach	HAMBURG-AMERICA LINE	On 22nd inst.
KOBE & YOKOHAMA	PRINZ SIGISMUND	Ger. str.	—	D. Lenz	MELCHERS & Co.	About 23rd inst.
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sekino	NIIPPON YUSEN KAISHA	On 31st inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	THILAMARU	Dut. str.	—	Zwart	BUTTERFIELD & SWIRE	Quick despatch.
CHEFOO & NEWCHWANG	PAOTING	Brit. str.	1 m.	V. McClymont-Liddell	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at D'light
TIENTSIN	CHEONGSHING	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SHANGHAI	KWONGSANG	Brit. str.	—	Y. Nomura	NIIPPON YUSEN KAISHA	To-day.
SHANGHAI, MOJI & KOBE	TOSA MARU	Jap. str.	—	S. Barham	P. & O. S. N. Co.	To-morrow, at Daylight.
SHANGHAI	ASCADIA	Brit. str.	1 m.	B. Bodnar	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI	CHENAN	Aus. str.	—	—	SANDER, WIELER & Co.	To-morrow, at 2 P.M.
SHANGHAI, YOKOHAMA, KOBE	VORWAERTS	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 5 P.M.
SHANGHAI, KOBE & MOJI	FOOKSANG	Brit. str.	—	H. Formes	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BUELOW	Ger. str.	—	Y. Fueno	OSAKA SHOSHEN KAISHA	About 24th inst.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	BUJUN MARU	Jap. str.	—	D. C. Gregory, R.N.R.	OSAKA SHOSHEN KAISHA	On 25th inst., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SYDIA	Brit. str.	—	Doat	P. & O. S. N. Co.	About 25th inst.
SHANGHAI, KOBE & YOKOHAMA	AMDEIA	Ger. str.	k.w.	Lancelin	HAMBURG-AMERICA LINE	On 26th inst.
SHANGHAI, KOBE & YOKOHAMA	TOURANE	Fr. str.	—	—	MESSAGERIES MARITIMES	On 29th inst., P.M.
SHANGHAI, KOBE & YOKOHAMA	ALESIA	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	On 8th Sept.
SHANGHAI, YOKOHAMA & KOBE	TRANQUEBAR	Dut. str.	—	A. Pander	JAYA-CHINA-JAPAN LINE	End of Sept.
SHANGHAI	TUWONG	Dut. str.	—	Y. Yamamoto	JAYA-CHINA-JAPAN LINE	Quick despatch.
AMPING VIA SWATOW & AMOY	SOSUKU MARU	Jap. str.	—	A. H. Stewart	OSAKA SHOSHEN KAISHA	To-day, at Noon.
TAMUI VIA SWATOW & AMOY	HAIMUN	Brit. str.	2 h.	E. Forsyth	OSAKA SHOSHEN KAISHA	On 21st inst., at 10 A.M.
SWATOW	HUICHOW	Brit. str.	1 m.	J. W. Evans	DOUGLAS LAPRAIK & Co.	To-day, at 10 A.M.
SWATOW, CHEFOO & TIENTSIN	HAITAN	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAPRAIK & Co.	To-day, at 4 P.M.
SWATOW, AMOY & FOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & Co.	On 19th inst., at 10 A.M.
SWATOW, AMOY & FOCHOW	SINGAN	Brit. str.	1 m.	Jameson	DOUGLAS LAPRAIK & Co.	On 23rd inst., at 10 A.M.
SWATOW, AMOY & FOCHOW	LOONGSANG	Brit. str.	—	S. J. Payne	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
HAIPHONG	ZAFIRO	Brit. str.	—	A. Fraser	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	P. H. Rolfe	SHAWAN TOMES & Co.	On 20th inst., at Noon.
MANILA	RUBI	Brit. str.	—	E. Rodger	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at 4 P.M.
MANILA	KAIPOING	Brit. str.	1 m.	Mathies	SHAWAN TOMES & Co.	On 27th inst., at Noon.
MANILA	BORNEO	Ger. str.	—	E. Semblil	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
KUDAT & SANDAKAN	BORNEO MARU	Jap. str.	—	S. J. G. Pearson	MELCHERS & Co.	End of Aug.
BOMBAY VIA SINGAPORE & COLOMBO	CATHERINE APCAR	Brit. str.	—	G. F. Hudson	NIIPPON YUSEN KAISHA	On 23rd inst.
SINGAPORE, PENANG & CALCUTTA	KUMING	Brit. str.	—	Bradley	DAVID SASSOON & Co., Ltd.	To-day, at Noon.
SINGAPORE, PENANG & CALCUTTA	THIKINI	Dut. str.	—	H. Koops	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at Noon.
BATAVIA, CHERIBON, SAMARANG, &c.	—	—	—	—	JAYA-CHINA-JAPAN LINE	Quick despatch.

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR	STAMERS	TONS	TO SAIL
YOKOHAMA & KOBE	"PRINZ SIGISMUND,"	6,000	About 23rd August.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ LUDWIG,"	18,300	Wedday, 24th Aug., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BUELOW,"	16,900	About 24th Aug.
KUDAT and SANDAKAN	"BORNEO,"	5,050	End of August.
MANILA, ANGAUR, YAP, MARAOUN, NEWGUINEA, SAMARAI, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND,"	6,000	Saturday, 10th Sept., at Daylight

* Fitted with wireless Telegraphy New System of Telefunken.
For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 16th August, 1910.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, VANCOUVER, B.C., SEATTLE & TACOMA

VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
REDFHILL	3,899	H. E. Dowall	23rd August.
SUVERIC	6,232	F. S. Cowley	27th September.
KUMERIC	6,232	G. B. McGill	20th October.
AYMERIC	4,362	J. Boyd	20th November.

* Calling at Amoy and Keelung if sufficient inducement offers.
These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS,
QUEEN'S BUILDINGS.

Hongkong, 10th August, 1910.

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPRESS OF CHINA" Sat., 27th Aug.	"EMPRESS OF BELTAIN" Fri., 23rd Sept.
"EMPRESS OF INDIA" Sat., 17th Sept.	"ALLAN LINE" Friday, 14th Oct.
"EMPRESS OF JAPAN" Sat., 8th Oct.	"EMPRESS OF IRELAND" Fri., 4th Nov.
"MONTAGLE" Tuesday, 8th Nov.	
"EMPRESS OF CHINA" Sat., 5th Nov.	"EMPRESS OF IRELAND" Fri., 2nd Dec.

"Empress" Steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.
Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10
Intermediate on Steamers £43 .. £45.
and 1st Class Railway £43 .. £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
R.M.S. "MONTAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for all points and AROUND THE WORLD.
Passengers booked through to all points and AROUND THE WORLD.
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. GRADDOCK, General Traffic Agent for China, Corner Polder Street and Praya, opposite Blake Pier.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"TOURANE"	On 29th Aug., P.M.
MARSEILLES VIA PORTS	"AUSTRALIE"	On 30th Aug., 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For further Particulars, apply to—

Hongkong, 5th August, 1910.

P. THOMAS, AGENT,
Queen's Building.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY
STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"VORWAERTS,"
Captain B. Bodnar, will leave for the above places TO-MORROW, the 18th inst., at 2 P.M.
This Steamer has capital accommodation for passengers, Electric light, electric fan in all cabins, and carries a doctor and a stewardess.
For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents,
Princes Building,
Hongkong, 17th August, 1910. [3]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA,"
Captain Powell, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 20th August, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's a.s. "MARMORA," 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "OCEANA," due in London on the 2nd October, 1910.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent,
Hongkong, 8th August, 1910. [1]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, HULL AND ANTWERP.

THE Steamship

"CARMARTHENSHEIRE,"
Captain Daniel, will be despatched as above on or about 20th inst.

This Steamer has excellent accommodation for first Class Passengers at Cheap Rates, is fitted with Electric Fans in State Rooms and carries a Doctor and Stewardess.
For Freight or Passage apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 9th August, 1910. [924]

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

THE Steamship

"REDFHILL,"

FROM HONGKONG,

ON TUESDAY, THE 23RD AUGUST,

FOR VANCOUVER DIRECT.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA	D'light 18th Aug.	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon, 20th Aug.	See Special Advertisement.
SHANGHAI, MOJI, KOBE and YOKOHAMA	Capt. D. C. Grogan, R.N.R.	About 25th Aug.	Freight and Passage.

For further Particulars, apply to
H. A. HEWETT, Superintendent.

Hongkong, 16th August, 1910.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
ILOILO & CEBU	"KAIFONG"	On 17th Aug. 4 P.M.	
SWATOW, CHEFOO & TIENTSIN	"HUICHOW"	On 17th Aug. 4 P.M.	
HAIPHONG	"SINGAN"	On 18th Aug. D'light	
SHANGHAI	"CHENAN"	On 18th Aug. 4 P.M.	
CHEFOO & NEWCHWANG	"PAOTING"	On 21st Aug. D'light	
MANILA, ZAMBOANGA, THURS- DAY ISLAND, COOKTOWN, BEIS- CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 31st Aug. 3 P.M.	

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("CHINUA" "CHENAN" "CHINUA" "LINAN") with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. Leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$90 RETURN.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 17th August, 1910.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, KOBE & MOJI	"KWONGSANG"	Thursday, 18th Aug. Noon.	
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Thursday, 18th Aug. 5 P.M.	
MANILA	"LOONGSANG"	Friday, 19th Aug. 4 P.M.	
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 20th Aug. Noon.	
TIENTSIN	"CHEONGSHING"	Sunday, 21st Aug. D'light.	
SHANGHAI	"HANGSANG"	Tuesday, 23rd Aug. Noon.	
MANILA	"YUENSANG"	Friday, 26th Aug. 4 P.M.	

RETURN TOURS TO JAPAN.
OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sui. Exch. 4.

For Freight or Passage, apply to—
JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 16th August, 1910.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN. (Occupying 9 to 10 Days).

STEAMSHIPS

CAPTAIN

LEAVING.

"HAITAN"	Capt. J. W. Evans ...	FRIDAY,	19th Aug., at 10 A.M.
"HAIYANG"	Capt. A. E. Hodgins ...	TUESDAY,	23rd Aug., at 10 A.M.
"HAICHING"	Capt. W. C. Passmore ...	FRIDAY,	26th Aug., at 10 A.M.

FOR **SWATOW** AND RETURN. (Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	{ WED'DAY, 17th Aug., at 10 A.M.
		SUNDAY, 21st Aug., at 10 A.M.

Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier).

During the Months of August and September, a Special Reduction of 20% on Fares to Swatow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 17th August, 1910.

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EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.		
SUBJECT TO ALTERATION.		
DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR" End of September.

For Further Particulars apply to

Hongkong, 15th August, 1910.

MELCHERS & CO.,
AGENTS.

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HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports,
and all North and South American Ports.
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG :

OUTWARD.

FOR KOBE & YOKOHAMA :

S.S. HELLAS ... 22nd Aug.

FOR SHANGHAI, KOBE & YOKOHAMA :

S.S. AMBRIA ... 26th Aug.
S.S. ALESIA ... 8th Sept.
S.S. C. FERD. LAEISZ 23rd Sept.
S.S. SENEGAMBIA ... 7th Oct.
S.S. SUEVIA ... 20th Oct.

Further Particulars, apply to—

HOMEWARD.

FOR HAVRE, BREMEN & HAMBURG :

S.S. SLAVONIA ... 19th Aug.

FOR HAVRE & HAMBURG :

S.S. SAXONIA ... 27th Aug.

FOR HAVRE, HAMBURG & ANTWERP :

S.S. SAMBIA ... 29th Aug.

FOR HAVRE & HAMBURG :

S.S. SIEZLA ... 12th Sept.

FOR ROTTERDAM, HAMBURG & ANTWERP :

S.S. LIBERIA ... 14th Sept.

FOR ROTTERDAM, HAMBURG & ANTWERP :

S.S. BADENIA ... 28th Sept.

HAMBURG-AMERIKA LINIE,

Hongkong, 16th August, 1910.

Hongkong Office.

11

SOUTH AMERICAN LINE.
REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).
1910.
S.S. KIYO MARU ... 17,200 tons gross ... Sail Aug. 25th, at Noon.
S.S. BUJO MARU ... 10,500 " " " " " Oct. 22nd, at Noon.
S.S. HONGKONG MARU ... 11,000 " " " " " Dec. 21st, at Noon.

For particulars apply to
N. YAMADA, Acting Manager.
TOYO KISEN KAISHA, King's Building.

Hongkong, 6th July, 1910.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.

STEAMERS.

TONS.

SAILING DATES.

MARSEILLES, LONDON and
ANTWERP, via SINGA-
PORE, PENANG,
COLOMBO and PORT
SAID

HITACHI MARU

Capt. N. Mathieson, 7,000

WED'DAY, 31st
Aug., at Daylight

MIYAZAKI MARU

Capt. T. Murai, 9,000

WED'DAY, 14th
Sept., at Daylight

VICTORIA B.C. & SEATTLE

SADO MARU

Capt. Hiordahl,

7,000

SATURDAY, 10th
Sept., from Kobe

VICTORIA, B.C. and
SEATTLE, via KEELUNG,
SHANGHAI, MOJI, KOBE,
YOKKAICHI, SHIMIZU and
YOKOHAMA

AWA MARU

Capt. S. Ishikawa,

7,000

TUESDAY, 13th
Sept., at 4 P.M.

SYDNEY and MELBOURNE,
via MANILA, THURSDAY
ISLAND, TOWNSVILLE
and BRISBANE

KUMANO MARU

Capt. M. Winkler,

6,000

FRIDAY, 2nd Sept.,
at Noon.

YAWATA MARU

Capt. T. Sekine,

5,000

FRIDAY, 30th
Sept., at Noon.

SHANGHAI, MOJI and
KOBE

TOSA MARU

Capt. Y. Nomura,

6,000

WED'DAY, 17th
August.

KOBE and YOKOHAMA

KITANO MARU

Capt. F. E. Cope,

9,000

THURSDAY, 18th
Aug., at Noon.

BOMBAY via SINGAPORE
and COLOMBO

BINGO MARU

Capt. S. G. Parsons,

7,000

TUESDAY, 23rd
August.

NAGASAKI, KOBE and
YOKOHAMA

YAWATA MARU

Capt. T. Sekine,

5,000

WED'DAY, 31st
Aug., at Noon.

CHEAPEST SUMMER RATES

BETWEEN
HONGKONG AND JAPAN PORTS.
Commencing "Aki Maru" 30th May, ending 30th September, 1910.
SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.
Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.
1st CLASS ... \$120 \$110 \$100 \$90
2nd " ... \$80 \$70 \$60 \$50

With Option of rail between Calling Ports in Japan.

— Calling at Saigon.

† Fitted with New System of Wireless Telegraphy. ‡ Cargo only. * Carries Deck Passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO, MANAGER [13—125]

Hongkong, 1st August, 1910.

= Calling at Saigon.
 § Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers.
 † Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
 For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO,
MANAGER. [13-125]

Hongkong, 1st August, 1910.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.				
STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	SHANGHAI	Second half of Aug.	JAVA	Second half of Aug.
TJILATJAP..	JAVA	Second half of Aug.	JAPAN	Second half of Aug.
TJIPANAS...	JAPAN	Second half of Aug.	JAVA	Second half of Aug.
TJIBODAS...	JAPAN	First half of Sept.	JAVA	First half of Sept.
TJILIWONG	JAVA	First half of Sept.	SHANGHAI	First half of Sept.
TJIMAH...	JAVA	Second half of Sept.	JAPAN	Second half of Sept.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 13th August, 1910.

Telephone No. 375.

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OSAKA SHOSEN KAISHA. REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA VIA KEELUNG, MOJI, KOBE and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 7th Sept., at Noon.
VICTORIA, B.C. & TACOMA VIA MOJI, KOBE and YOKOHAMA ...	"PANAMA MARU" Capt. T. Ogata	6,659	WED'DAY, 21st Sept., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING VIA SWATOW & AMOY	"SOSHU MARU" Capt. Y. YAMAMOTO	WED'DAY, 17th Aug. at Noon.
TAMSI VIA SWATOW & AMOY	"DAIJIN MARU" Capt. Y. KUBURAKI	SUNDAY, 21st Aug. at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 25th Aug. at Noon.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Foochow during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The NISSHIN KISEN KAISHA's Steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st CLASS.	2nd CLASS.	3rd CLASS.
\$73.00	\$55.00	\$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cabin.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, MANAGER

703

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.	JAPAN OFFICE—32, WATER STREET, YOKOHAMA.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.	
TOURS arranged to ALL PARTS of the WORLD.	
BAGGAGE collected, forwarded and insured at lowest rates.	
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.	
FOREIGN MONIES exchanged.	
OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS of 1910, AND THE ANGLO-JAPANESE EXHIBITION of 1910.	
Head Office for the Far East—16, DES VŒUX ROAD, HONGKONG.	

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VŒUX ROAD.

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FOR NEW YORK.

(With Liberty to Call at the Malabar Coast)

THE Steamship

"ALBENGA,"
Captain Lorenzen, will be despatched to the above Port, on or about the 17th August.

For Freight apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 26th July, 1910.

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FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"ARCADIA,"
Captain S. Barnham, will leave for the above Place, TO-MORROW, 18th inst., at Daylight.
For Freight or Passage, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 15th August, 1910.

